VOL. CCXXIII, No. 2913
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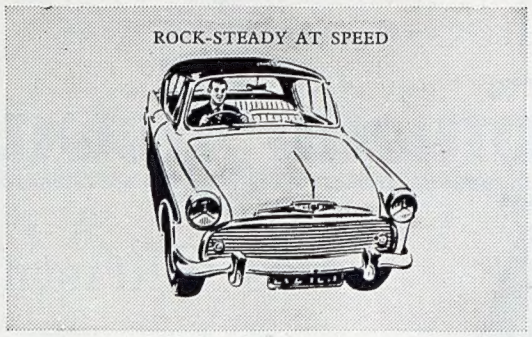

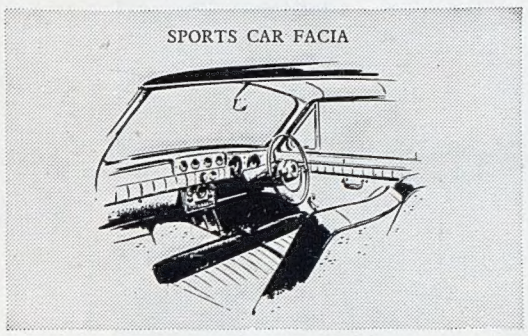

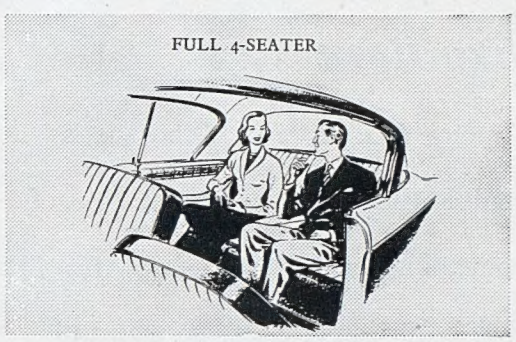

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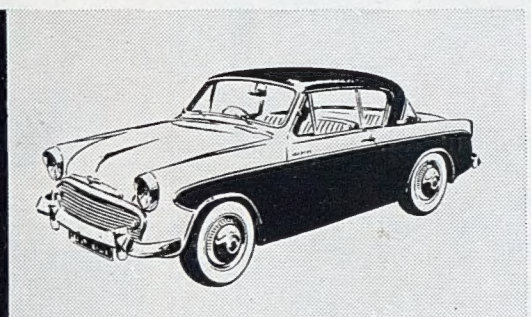

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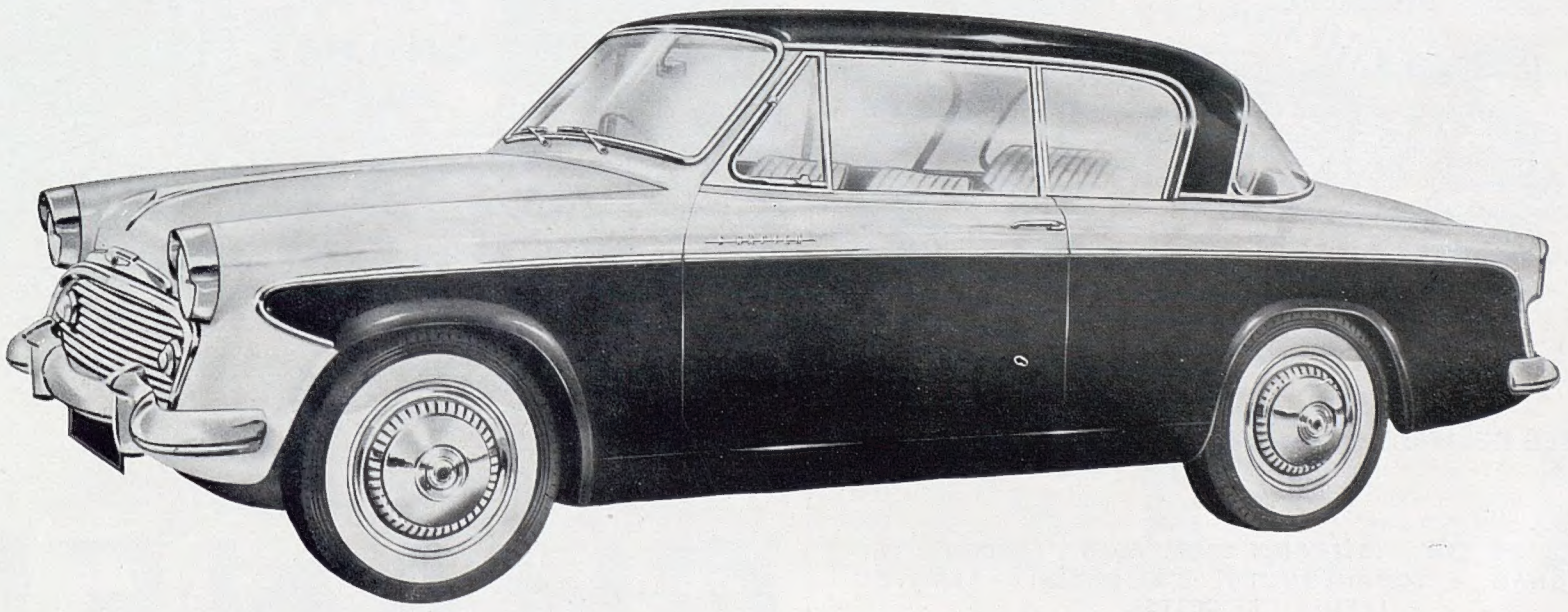

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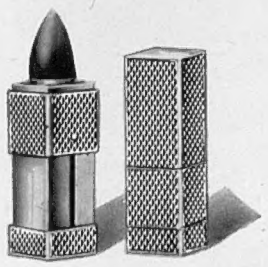

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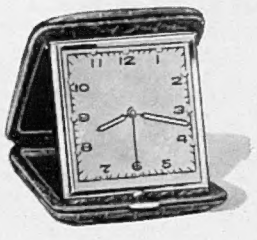

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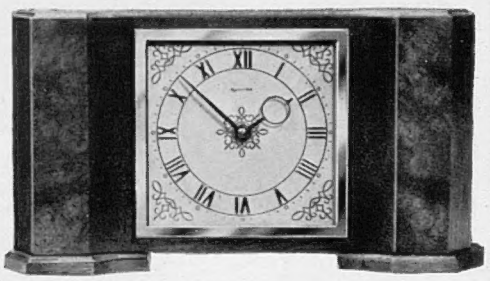

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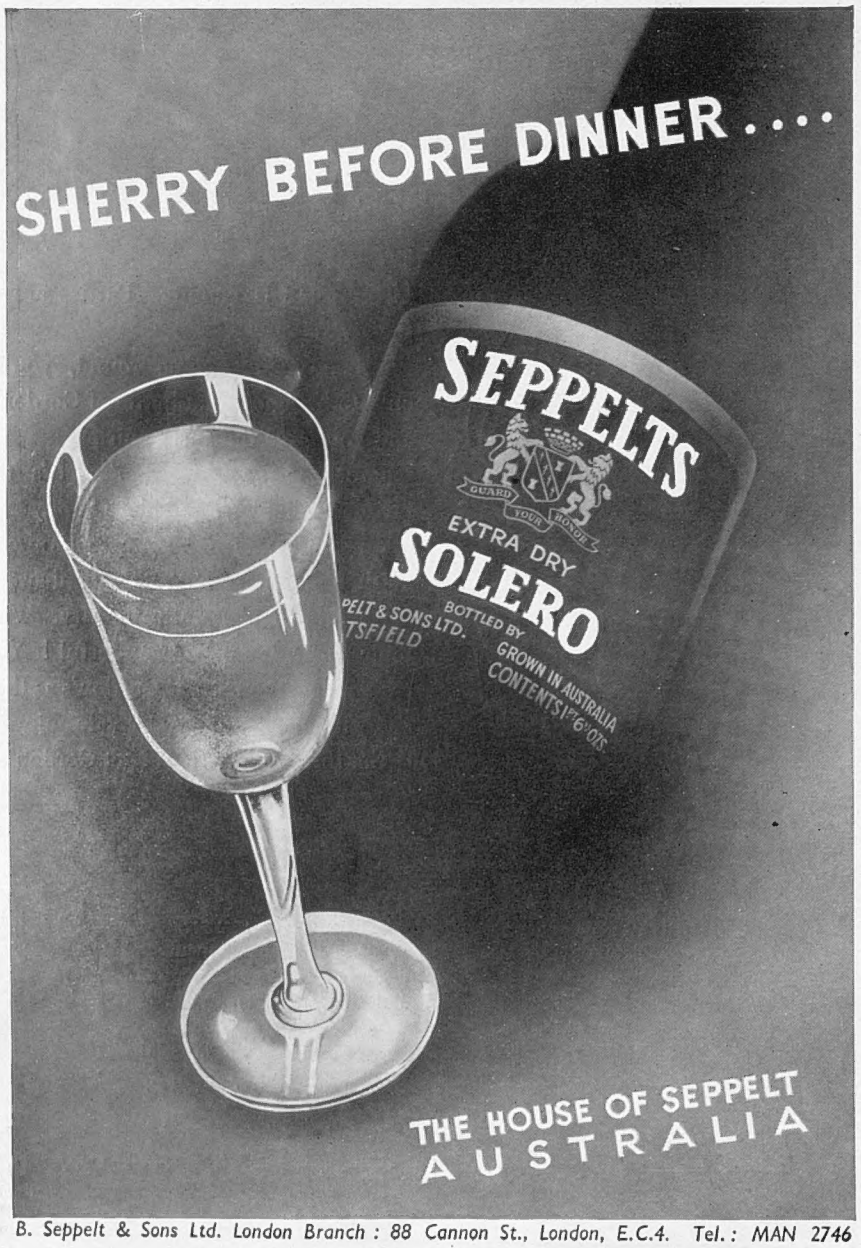

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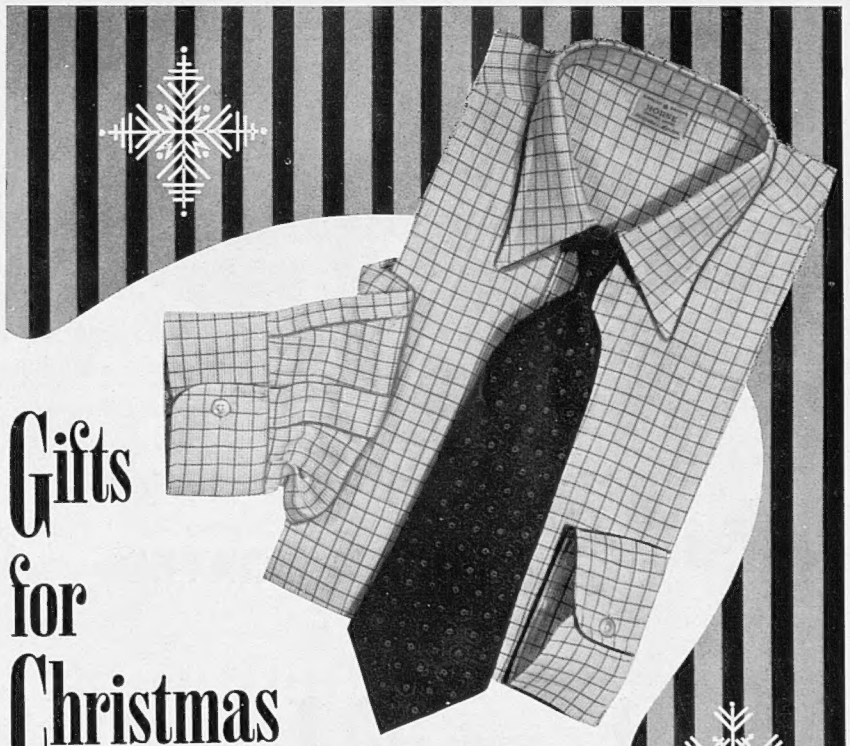

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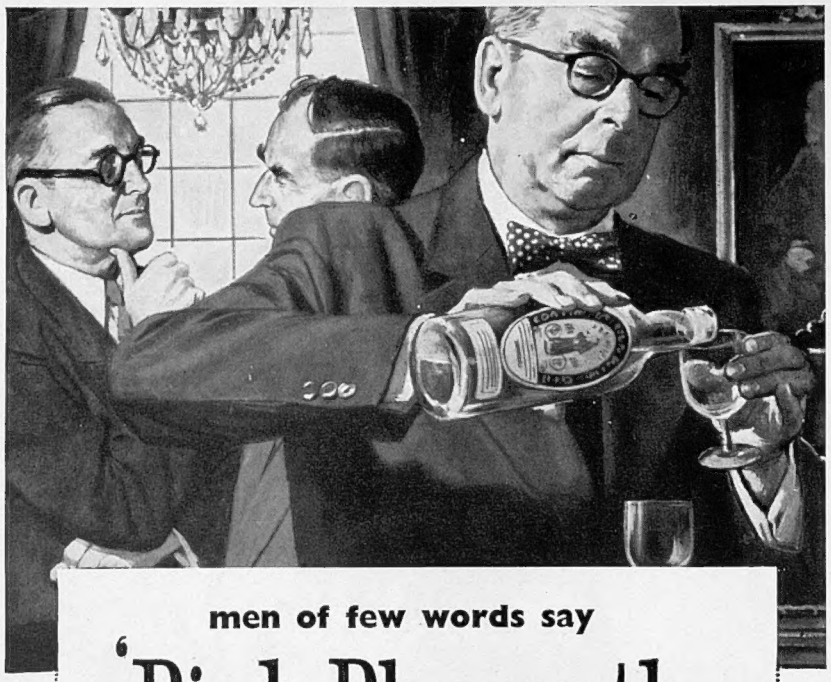

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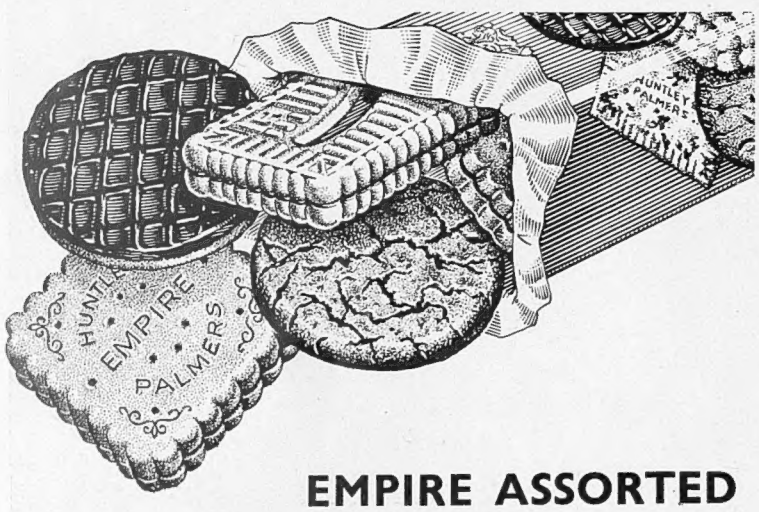

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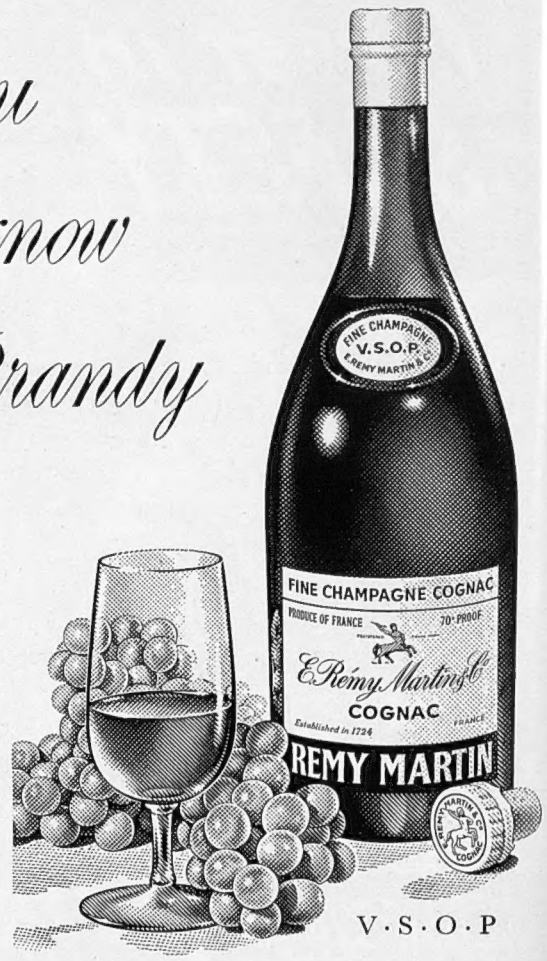
What you should know about Brandy

V·S·O·P



The best brandy comes from Cognac. The finest Cognac comes from the Grande and Petite Champagne districts in the centre of Cognac. *All* Remy Martin Cognac is made from grapes grown *exclusively* in these two areas. That is why people ask for Remy Martin and are never disappointed.

V·S·O·P

REMY MARTIN

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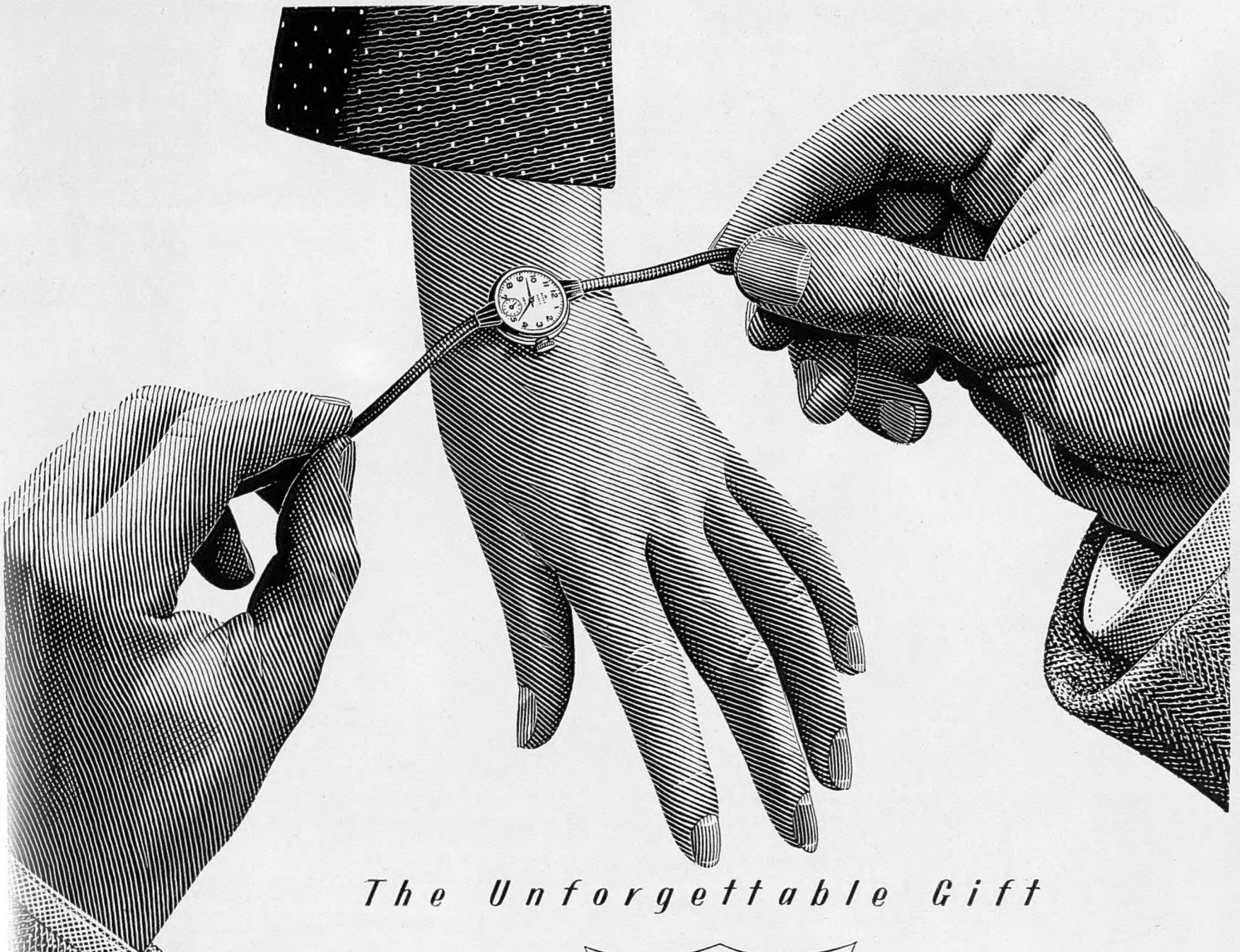

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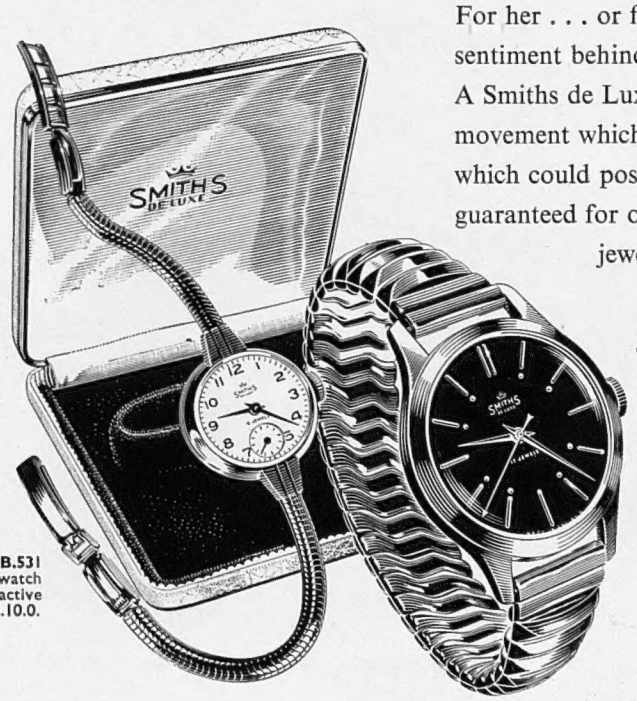

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Lady's 15 jewel, 9 ct. gold watch and snake bracelet. In attractive presentation case £32.10.0.

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Gentleman's gold-plated, 17 jewel model. Raised gilt batons on black dial or A.352 with silvered dial. Rolled gold bracelet. £12.15.0. With strap £11.5.0.

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FOR ACCURACY AND RELIABILITY

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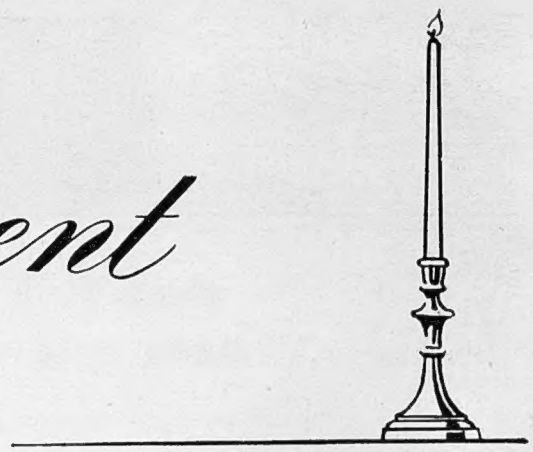
SMITHS BRITISH WATCHES, WATERLOO ROAD, LONDON, N.W.2. *The High Grade Watch Division of S. Smith & Sons (England) Ltd.*

The compliment of a name...



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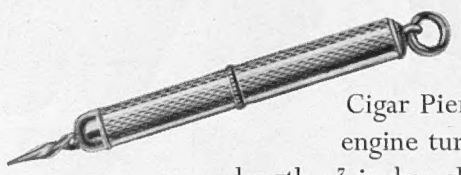
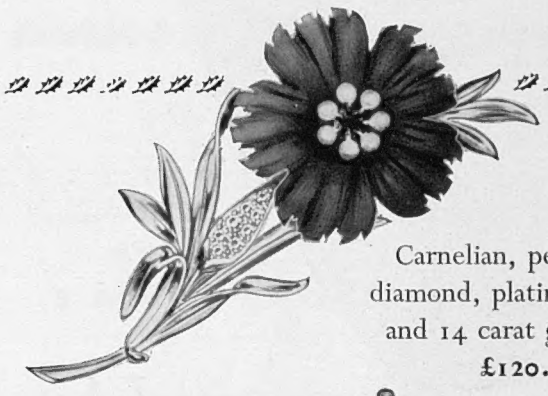
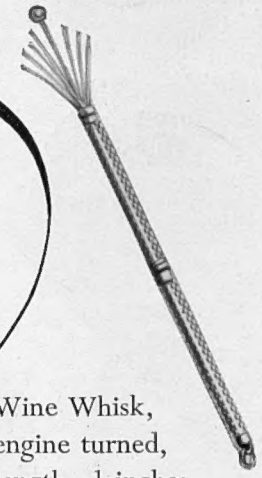


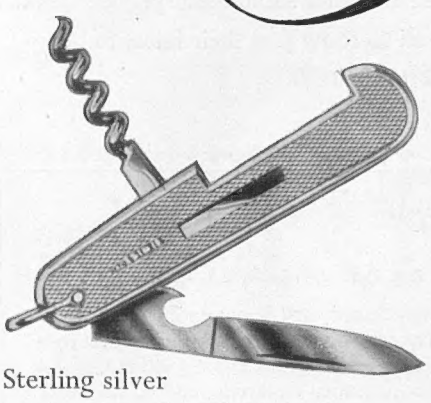
Cigar Piercer, engine turned, length 1⅞ inches closed
Sterling silver **£1.8.6** 9 carat gold **£5.7.6**



Carnelian, pearl, diamond, platinum and 14 carat gold
£120.0.0



Wine Whisk, engine turned, length 3½ inches
Sterling silver **£1.2.6**
9 carat gold **£6.0.0**



Sterling silver mounted Pocket Knife with Corkscrew, length 3⅛ inches
£3.15.0

Sterling silver engine turned Vanity Case, diameter 3 inches with hinges and inner lid
£7.12.6

Diamante on black brocade Evening Bag
£8.0.0

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Crown Jewellers

formerly THE GOLDSMITHS & SILVERSMITHS COMPANY LTD.

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Volume CCXXIII No. 2913

The SPHERE, London, December 10, 1955

The SPHERE

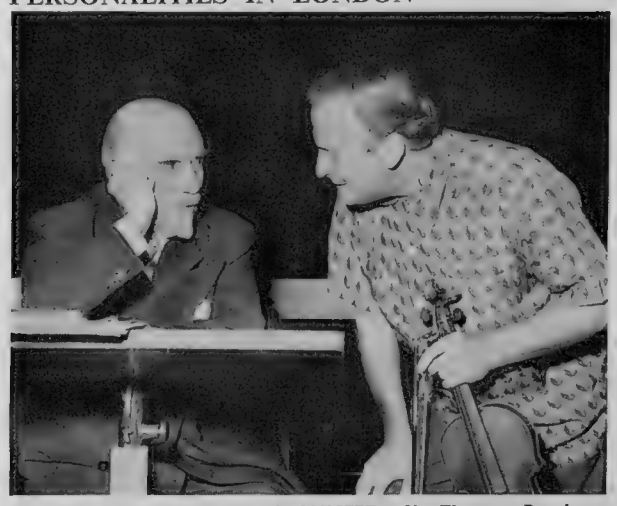
with which is incorporated THE GRAPHIC

THE "GLASGOW HIGHLANDERS" IN CAPE TOWN—SCOTTISH DANCERS PERFORM IN THE SOUTH AFRICAN CAPITAL DURING THE INTERNATIONAL TOUR OF FOLK-DANCERS IN THE UNION: The dance, "Glasgow Highlanders," is being performed on the lawns of the Round House in Cape Town. The mountains in the background are part of the Twelve Apostles which run along the Atlantic seaboard from Table Mountain. Below the Round House, which was once the shooting lodge of a former Governor of the Cape, is Camps Bay. Folk-dancers from seven European countries have been touring South Africa since last month.

Since early November the swirl of the pipes and the flash of the kilt have been heard and seen in towns and villages throughout the Union of South Africa as members of the Scottish party of folk-dancers have performed before large and enthusiastic audiences. But these Scottish dancers, twelve in number, were only part of a touring ensemble of 117 folk-dancers who came from England, Scotland, Holland, Belgium, Sweden, Denmark and Germany. This party is touring the Union at the invitation of the South African folk-dance movement, which had sent a group of South African dancers on a very successful tour of Europe in 1952. The dancers from Europe arrived last month in time to participate in the centenary celebrations of Pretoria, and they will leave later this month after paying a visit to the Kruger National Park. During their tour of the Union they were joined by 100 folk-dancers, or Volkspelers, as they are called, from South Africa itself. Together this party provided a unique spectacle for the large number of folk-dancing enthusiasts in the Union.

Postage—Inland, 2½d.; Canada, 1½d.; Elsewhere Abroad, 3d.

PERSONALITIES IN LONDON



CELEBRITIES PREPARE FOR A CONCERT : Sir Thomas Beecham (left) and Mr. Yehudi Menuhin talk during a rehearsal for one of the International Celebrity concerts at the Royal Festival Hall in London last week. In the first concert, which was being rehearsed when this picture was taken, Menuhin gave Mozart's D Major Concerto, two Romances of Beethoven and Bach's G Minor Sonata. Sir Thomas conducted the Royal Philharmonic Orchestra.

AN AWARD FOR THIS YEAR'S BEST HERRING FISHING CATCH : Skipper George Duncan, of the Scottish drifter *Morning Star* receives the Prunier Trophy from the Second Sea Lord, Admiral Sir Charles Lambe, K.C.B. The presentation took place at Prunier's restaurant in London. Madame Prunier, the donor of the trophy, is in the centre. The award, given for the best herring catch of the year, consists of a sculpture of a herring and a windvane.

A PRESENTATION OF THE HIGHEST INTERNATIONAL SCOUT DECORATION : Colonel Granville Walton, the Chief Scout's Commissioner (on right), receives The Bronze Wolf, the highest international decoration of the Boy Scout movement, from Colonel J. S. Skinner, the Hon. President of the Boy Scouts International Committee. In the centre is Lord Rowallan, the Chief Scout. Colonel Walton's services to international scouting include the Hon. Secretaryship to the World Scout Jamboree of 1929.

YOUR CHRISTMAS PRESENT PROBLEM ?

There can be no better Christmas present than a subscription to THE SPHERE—*a reminder of your generosity every week in the year. A greetings card will be sent at your request to notify the recipient of the gift at Christmas-time. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d.*; 6 *months and Christmas Number,* £3 ; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* ; £2 19*s. and* £2 15*s.* ; *and for elsewhere overseas* £5 18*s.* 6*d.* ; £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage. For a smaller gift, the Christmas Number alone, with its many pages in full colour, can be sent for* 3*s.* 10*d. post free, anywhere. Orders may be placed at your usual newsagents or bookstall or (together with remittance) sent direct to the Publisher (Dept. SX),* 195-198, *Strand, London, W.C.*2.

A London Newsletter

195–198, STRAND, W.C.2.

The Pilot at Eighty-one.—Tardy congratulations to the pilot who weathered the storm, eighty-one not out, but watching from the pavilion and never criticising. It may not be unnatural that a few of his admirers regret his retirement and wonder if he will yet bat again. In the six months since his retirement, the high hopes on which his successor built have mouldered cold and low. At home and abroad, conditions seem to have worsened. The cold war is more bitter, nationalism and insurrection more rife, a big explosion more to be feared. France is again without a Government, the British trade balance no nearer adjustment, Germany no nearer unification, the Middle East tangle no nearer solution. And all over the world our strategic home reserves are squandered in fighting (old style) major wars. It is utterly wrong and unpatriotic to shoot at the organist who is doing his best. The times are dark and dangerous, politically and seasonably. Sir Winston is a superman, but I doubt whether, had he remained at the helm until to-day, the world and home situation would be less gloomy than it is. We have yet no reason to despair of a grand Amen from the organist, and I do not think Sir Winston will ever contemplate a Midlothian campaign or blow up the bellows.

"No Victimisation."—Many of us are disgusted when we read of workers being sent to Coventry for not joining in an unofficial strike ; that is, for obeying the orders of their union. We are not less disturbed to read of the readiness of employers to agree to a no-victimisation clause for the strikers as a condition of ending a damaging strike. Certainly the principle of no penalty for those who disobey orders and punishment for those who do not, runs counter to nursery maxims and suggests a social disorder on the fringe of chaos. It means, of course, majority rule. The principle of the big battalions. The majority is always right. The employers must appease the bulk of their workers. The unions depend for existence on the contributions of the majority of their contributors. The minority of honest men is victimised for honesty. It is not a pretty picture. It is not "the day of the small man." It is, moreover, a picture—now showing all over the world—of the Fourth Form at the nastiest type of private school : schoolboys out of hand, the nastiest, meanest tricks of gamins imitated by grown men, accepted and bowed to by those in authority, because it saves trouble and avoids financial loss. We often believe that we are on the brink of a showdown and that Authority at last—be it Government, employers or union chiefs—will realise the inevitable end of such practices, and at whatever sacrifice will make a stand to end them and reassert the principles of justice for individuals. But the day and the fight never come.

Waste.—For years past, with Parliament's blessing, expert committeemen have carefully examined the administration of public funds by Government departments and presented their reports. I have never read one which did not reveal maladministration, deplorable waste and lack of liaison with other departments. I have never heard of any results from these presumably pigeon-holed reports, either in the form of a tightening-up or of a guilty head falling into the basket. The latest searchlight was turned on the Service departments and revealed deplorable instances of public money thrown away in "give-away" disposal of useful scrap and spares, in errors in pricing which an intelligent child might have detected, and in reckless reduplication through lack of liaison with other departments concerned. Presumably Members of Parliament sometimes read these reports, for a question is occasionally put, but there is no evidence that a Chancellor or other Minister concerned ever builds his brief for economising on these reports, or, indeed, has any other briefing than that supplied him by the permanent officials at the Treasury, or departments concerned. Always the answer to Budget criticism of Government spending is that some economies have taken place, and that there is no immediate possibility of more. And a few days later comes another report of criminal wastage of millions of public money. Wherever we live, with whatever kind of administration we are concerned, from local to central government, we are aware of wastage and of hubristic notions of spending. An article in a recent issue of the *Economist*, "The Parkinson System"—too lighthearted for a subject so serious—must have appealed to all sorts of readers, dealing, as it did, with the creation of paper-work by the duplication of staffs. No one denies that Civil Servants, in the main, are industrious and honest and often work hard and overtime. The complaint of any outside critic who knows something of their work is that nothing is ever done to enable them to do their work more quickly, smoothly, efficiently and economically.

Parkinsonism in Bloc.—The "Parkinson system" of taking on more staff and then finding work for them, is as prevalent among groups of men as among individuals. Committees are as redundant and reduplicated as individual clerks. Where "two or three gathered together" could quickly achieve results from a long agenda, fifteen or twenty are convened to talk and create more paper (and extra typists), and no committee whose work has been transferred to a newer committee is ever scrapped. Work of a sort is found for it still. Nor is there, so far as I can ever see, any official at council office, county hall or Whitehall charged with the duty and given authority to improve organisation, check waste and curb redundancy. Small wonder if the tax- and ratepayer feels like a Laocoon caught up in the toils of a family of crushing boa-constrictors. Ministers have no power to control maladministration and extravagance. The men who brief them, loyal to their own departments, cannot or will not see the wood for the trees. The local authorities are autocrats in their own counties and districts, and receive from above nothing but directives in general terms to spend a little less. It is impossible to reject the proposition that the appointment to every local authority of a Geddes axe-man with authority to act, whose sole duty is to simplify administration and curb senseless waste, would save the nation millions, and that a business-trained executive appointed to Government departments concerned with the purchase and repair of weapons of war and with the sale of surplus and outworn material, would do the same.

A Minister of Economy.—It is not only in Service departments or local government that this frightful wastage is continually shown up by people who have no power to prevent it. For example, the *Architectural Review* recently disclosed that about 100,000 acres of land ruined temporarily by colliery and industrial workings remain derelict, though much of it could be put back into use for farming and some for recreational purposes, such as playing fields. But the Ministry does nothing about it and only one county council has tackled the problem in its own area. (But in justice it must be added that in non-industrial areas newly cultivated wasteland redresses the balance.) As for the Parliamentary Committee which issues its periodic reports of scandalous waste in Government departments, in spite of all the hard work it puts in, it well might, on results attained, abolish itself as redundant and time-wasting. I would subscribe to one more new Ministry—the Ministry of Waste. But perhaps, to avoid confusion, the Ministry of Economy would be a better title. And that Ministry should be placed in charge of a statesman whose authority would be second only to that of the Premier, certainly above that of the Chancellor of the Exchequer and maker of budgets. What is needed to-day is the reinculcation of the wartime need for economising in *small* things, no less than large. I do not think such a notion enters the head of administrative officials from the parish to the Treasury.

Search for Equality.—The ten "studies" which the Socialist Party promised to make to help them find and found a new policy to take the place of *Challenge to Britain* and *Forward with Labour*

A GOLDEN WEDDING ANNIVERSARY

SIR COMPTON AND LADY MACKENZIE CELEBRATE THE FIFTIETH ANNIVERSARY OF THEIR MARRIAGE : The author and his wife are at their London home, where many messages reached them on the occasion of their golden wedding. Sir Compton had travelled from Edinburgh. The marriage of Sir Compton and Lady Mackenzie took place at St. Faith's Church, in Pimlico. Lady Mackenzie is the daughter of the late Rev. E. D. Stone, a former master at Eton College.

(which didn't quite do), intrigued me from the first announcement. And none of the ten more than that which ranks first, "Equality." That one is to be in charge of a working party consisting of Messrs. Morrison, Driberg, Crossman, Burke and Watson, and I wonder how far and how deep it will go. The principle it will work on is fairly clear: "Only in a Society organised to secure equality of opportunity and freedom from want and insecurity can an individual lead a full, rich life." It reads like a bromide; it is very much nearer attainment than when I was a boy, but somehow the full, rich life still evades you and me and the "worker," and I have a strong feeling that freedom from insecurity quite soon and freedom from want soon after will be secured only if equality of opportunity for the worker is married to equality of responsibility. The working party alone can't find a formula for a full, rich life for Everyman. But what interests me chiefly is how deep into the past and present the team will delve. I take it for granted it will explore and dig deep into the economic and political fields, but will they regard as too trivial or too difficult the historical and social fields? When I was a young man, quite certainly I did not have as bright an opportunity to become an M.P., a Colonial Governor, H.M. Lieutenant, K.G., or even the young husband of some young woman of my sort, as did an eldest son of a peer or a rich brewer. I accepted it as "one of those things" in the times in which I grew up. Even then and before (I realised) young men with exceptional talent and energy could win in time all those things and better, but for "ordinary" young men equality of opportunity did not, and could not, cover impartially the silver-spoons and the iron-spoons. Will the team decide that the bad old days are over and that "in a social way," that ideal equality of opportunity has arrived and needs no adjustment by the team? I doubt whether those bad old days are quite extinct, while I doubt whether, with so much important digging to do, the team will uncover this old field. But, if they do, they will unearth quite an assortment of Piltdown skulls and bones, dressed with modern varnishes, from hereditary peerages and baronetcies, reserved Orders of Chivalry, privileged families, "suitable" types for Court, diplomatic and other polite appointments, and so on. And before they 've done, they may find themselves digging under the foundations of the monarchy, the Foreign Office and even the Parliament buildings. And the people perhaps, who love their lords and are sentimental about privilege and old traditions, the pomps and vanities of ceremonial, will order the pits to be covered in again and the dry bones to rest in peace for another century.

Definitive Biography.—I doubt if there is any such thing as a "definitive biography." For however well-covered by research and publication, new material is always liable to turn up even after centuries, and much more can be done in marshalling known facts than has been done before. Facts carefully marshalled and characters shrewdly assessed themselves create new facts from which truth and sound inferences can be drawn. Mr. Clifford's *Young Samuel Johnson* is an instance of useful biographical work which reveals the Great Cham before Boswell met him and gave us the "last word" on him. Professor Carrington's *Rudyard Kipling* is another such. "Every schoolboy" knows the details of Kipling's career. Was there more to say? Yes, indeed, and not too soon. We accepted too readily as autobiography his fictional pointers, and often we were wrong to do so. The dust raised by controversy about him is only now settling down, and this new biography gives us a fresh and different picture. The times when Lord Crewe was intervening in politics in a big way, and when Geoffrey Dawson ruled *The Times*, have been written about from every angle in a thousand books, but neither Crewe nor Dawson had yet had justice done to them, nor had a clear picture of either man, both in the mists of controversy, yet emerged. I don't suppose these four new biographies are "definitive." I hope not. But November 1955 has furnished us with new facts, new inferences and new pictures to help us to a right judgment of four dead men of influence. The latter half of the year 1955 indeed was rich in biography and light on famous men, worthy or disreputable, such as Bonar Law and Bottomley. Certainly such books are more interesting reading than the modern novel.

Sold for Dollars.—The Capuchin Order in Switzerland owned until recently what was believed to be the oldest *printed* book in the world. This is the *Missel de Constante*, printed 500 years ago by Gutenberg. The Order has sold it to America, and it now is the property of the Morgan family. Why did the Order part with this treasure for 150,000 dollars or so? Their spokesman said they sold it to provide funds for their missionary work. Is that reason accepted as just? Well, the Morgan family have bought many priceless treasures from Europe and look after them very well and display them to advantage to a vast public of interested connoisseurs. These treasures are no doubt available to a larger public and are as reasonably safe from destruction in America as in Switzerland. If the treasure is unique, it is all the more the property of civilisation, and it is best shown where most can see it. The Capuchin missions are fine. Only a few cynics see in missionising the introduction of civilised vices and diseases into innocent, happy, simple, primitive races. We 've blown the gaff lately on innocent, simple, primitive races. On the whole, I see no reason to cry shame on the Capuchins. I 'm only sorry they couldn't step up the price.

THE OLD STAGER

ROYAL VISITORS AT THE ETON WALL GAME

THE COLLEGERS BEAT THE OPPIDANS: A scramble for the ball is in progress below the wall in the 115th Wall Game at Eton. The Collegers won by a single shy to nothing and it was their first victory over the Oppidans since 1949. The winners scored about ten minutes from the start and maintained their superiority throughout.

CHEERS FOR THE PLAYERS: Young Etonians lean over the ropes. Behind the Duchess of Kent and Princess Alexandra talk with senior boys.

A ROYAL PUPIL WITH HIS PARENTS: Prince William of Gloucester, who is at Eton, comes to the Wall Game with the Duke and Duchess. About 400 spectators were present and watched the game, which to the uninitiated appears to consist of a series of scrums or scrambles below the wall, which is marked into sections or Calx. It is part of the traditional celebration of St. Andrew's Day at Eton. This year's programme also included an exhibition of boys' work in the Drawing School and of photographs by the College Photographic Society in Upper School. Outdoors, in the final of the Under Fifteen House Cup, Mr. C. E. D. Chamier's House beat Mr. D. J. Graham-Campbell's by seven points to two.

On left—

BELOW THE WALL: During a scramble the referee has sat down. This year the ground was dry so that the game played on College Field was more open than usual.

THE LAST MOMENTS ON THE WAYS OF THE LARGEST TANKER IN THE WORLD : The S.T. *Spyros Niarchos* plunges into the water after being launched from the yards of Vickers-Armstrongs at Barrow-in-Furness last week. At 47,750 dead-weight tons she is the world's largest tanker, and the biggest merchant vessel to be built in Britain since the war.

THE LAUNCH OF THE "SPYROS NIARCHOS"

The Biggest Tanker in the World is Named at Barrow-in-Furness by Lady Weeks

The launch of the *Spyros Niarchos* by Lady Weeks, wife of Sir Ronald Weeks, Chairman of Vickers, was of great interest on several grounds. Not only is the ship of remarkable size and her completion an event of outstanding importance to British shipbuilding as a whole, but her launch also marks an important stage in the development of the "super-tanker." Mr. Stavros Niarchos, the Greek shipowner for whom the vessel was built by Vickers-Armstrongs, now owns or operates a fleet totalling 1,600,000 deadweight tons. Super-tankers will reduce the high cost of transportation at present borne by the ordinary consumers of petrol and oil.

AT FULL STRETCH : The great steel cables and chains are stretched to their limit as the giant tanker moves swiftly down the ways into the water. The tugs which picked up the *Spyros Niarchos* immediately after the launching were hard put to prevent the tanker from drifting inshore again, when a strong wind blew after the launch.

LADY WEEKS LAUNCHES THE TANKER : She is watched by Major-General C. A. L. Dunphie, on her right, and by Mr. Stavros Niarchos, behind her.

THE HUGE PROPULSION AND STEERING GEAR : Workmen look up with awe at the huge five-bladed propeller and the rudder at the ship's stern.

TO SYDNEY IN 24 HRS. 57 MINS.

The New Comet III Jet Airliner Creates a New Record on its First Overseas Proving Flight

In the words of Sir Miles Thomas, Chairman of B.O.A.C., the first oversea proving flight of the De Havilland Comet III prototype jet airliner was "indeed a magnificent British achievement." "It foreshadows the day," he said, "only a little more than three years hence, when the Comet IV may well be operating regular B.O.A.C. services on the 12,000-mile route between London and Sydney in a flying time of less than twenty-four hours and a total journey time of about thirty hours."

After being delayed by fog the Comet III took off from the Company's airfield at Hatfield, Hertfordshire, and flew to Sydney by way of Cairo, Bombay, Singapore and Darwin. The actual flying time was 24 hrs. 57 mins. and the total journey time was 44 hrs. 18 mins. Head winds were met on the first stage of the journey, and at the end of the flight the airliner had to circle the airport for a time, as the great welcoming crowd had broken the barriers on the runway. The pilot, Group-Captain John Cunningham, said that he had not set out to make a record. He had flown just as if it had been a passenger-carrying commercial flight. This was in accordance with the main purposes of the flight, which were to study operational aspects in a wide variety of conditions and climates on representative world routes, and to assist the development of the Comet IV. The plane touched speeds of 520 m.p.h. during the flight, and Group-Captain Cunningham said at Darwin that it had flown "like a bird all the way without a hitch." He later said that more research and effort had been put into the Comet III than into any other aircraft flying to-day.

THE START OF A RECORD-BREAKING FLIGHT: The De Havilland Comet III prototype G-ANLO starts its run to take-off from the Company's airfield at Hatfield, Hertfordshire, at the outset of its record-breaking flight to Sydney, Australia. The actual flying time from England to Sydney was 24 hrs. 57 mins. This is a record for a commercial flight, the previous best being 44 hrs. 23 mins. which was set up by a Qantas Constellation in June 1953.

THE COMET III IN FLIGHT: The main purposes of the jet airliner's proving flight round the world were to study operational aspects in a wide variety of conditions and climates on representative world routes, and to assist development of the Comet IV airliner. After the flight, Sir Miles Thomas, the chairman of B.O.A.C., said: "The Comet III's significant performance shows that Britain is maintaining her pre-eminence in the development of civil jet aviation."

THE MEN WHO DID IT: From left are, Peter Bugge, co-pilot; Group-Captain John Cunningham, the pilot of the Comet; Captain A. Cane (of B.O.A.C.), and Ian Ralphe (a pilot from Qantas Airlines).

On right—

THE GREAT WELCOME AT SYDNEY: Part of the great crowd converges on the aircraft as it comes to a halt. The gangway (left) was not wheeled into position until the crowd had been moved. It was estimated that over 20,000 were at the airport. Police and firemen had to turn water-hoses on the crowd to make way for the Comet's crew.

AGAINST CYPRUS TERROR

A Village is Collectively Fined for an Outrage by Schoolboys; Armed Escorts are Provided for British Children on the Island

THE WRECKED POST OFFICE FOR WHICH A COMMUNITY WAS FINED £2,000 : The building at Lefkoniko, forty-five miles from Nicosia, was gutted by schoolboys. Sir John Harding immediately imposed a fine of £2,000 on the village.

BURNT DOWN BY SCHOOLBOYS : A crowd collects round the burnt-out Post Office at Lefkoniko, a large village in Cyprus. Schoolboys had forced the Turkish postmaster to leave and fired the building as a reprisal against the arrest of seven people.

Last week-end in the village of Lefkoniko a party of schoolboys went into the post office. Having expelled the Turkish postmaster, they set fire to the building. This was regardless of the fact that it is part of the properties owned by the Greek Orthodox Church. The reason for this arson was said to be the detention of seven people by the authorities in Cyprus. Almost the entire interior of the post office was gutted. The Governor, Field-Marshal Sir John Harding, reacted immediately. He went personally to the village and imposed a collective fine of £2000 on the elders. This sum will be used to build a new post office. However, perhaps more important than the schoolboy activities was the discovery of a cargo of illegal arms in a Greek ship in Cyprus. Customs officers in the port of Limassol were inspecting a cargo of books which had come in the vessel bound from the Piraeus to Alexandria, when they found a consignment of arms, ammunition, T.N.T., detonators, sub-machine guns, pistols, limpet mines, hand grenades and other lethal explosives. Later a bookseller in Limassol was detained. It has been suspected for a long time that arms are being smuggled through the Royal naval patrols round the island to the Eoka terrorists. Allegedly the cargo was shipped by one Pandelis Sanatorous to a person named Joannides.

RESCUING MONEY AND STAMPS : In the smouldering ruins of the Lefkoniko Post Office firemen pour buckets of water on the safe in an effort to preserve its contents.

ARMED PROTECTION FOR BRITISH CHILDREN IN CYPRUS : *Left*—In the Army's primary school in Nicosia a class is in progress. In the doorway behind stands an armed guard of the Welch Regiment. Every measure is being taken on the island to protect the British children there from possible terrorist outrages. *Right*—A guard from the Royal Air Force carries a rifle as he watches children get into the bus which is to take them to school. The pupils return home in the bus at the end of the day.

AFTER THE INFERNO : Firemen are taking great risks as they work among the wreckage still smouldering after the fatal accident, late on Friday night of last week. An electric passenger train from Waterloo to Windsor ran into the rear of a goods train just outside Barnes Station and burst into flames. Thirteen were killed and thirty-five injured, two very seriously.

THE BARNES RAIL CRASH

Thirteen are Killed in a Fire Following a Collision at Night

The official inquiry began last Monday into the appalling catastrophe on the line of the Southern Region of British Railways at Barnes, in South-West London. An electric train from Waterloo was bound for Windsor. Many of the 150 passengers in it had been to entertainments in London's West End. As it was coming into Barnes Station it collided with the rear of a goods train. The passenger train was derailed and in a matter almost of seconds the front coaches were a raging inferno. The disaster happened under a bridge and draughts helped to spread the flames, which also reached the rear trucks of the goods train.

Rescuers who arrived with all speed were at first unable to approach the roaring blaze. Then began the long, sad work of extracting from the smouldering ruins the dead and injured. So complete was the holocaust that the identification of the remains of the dead took some time, and at the beginning of this week the names of two of the thirteen who perished were still unknown. This was the third rail collision in just over twenty-four hours in the London area. But it was the only one with fatalities. Of the thirty-five who were injured, two were reported to be in a critical condition three days after the disaster. One was the motorman, who was rescued from the wrecked driver's cab by a policeman.

THE BRIDGE ACTED AS AN OVEN : A search is made in the smashed rear of the goods train. The fire was fanned by the draught through the bridge under which the disaster occurred.

CLEARING THE LINE : *Left* and *right*—On the morning after the crash, gangs are still clearing the debris spread over the lines outside Barnes Station. Within minutes of the collision the front part of the electric train and the rear of the goods train were ablaze. So fierce was the fire that at first rescuers could not reach the victims trapped in the coaches. Some of the dead had not been identified by the beginning of this week. Altogether there were about 150 travelling in the passenger train from Waterloo.

CHEERS AND VIOLENCE

Crowds in India Welcome Foreign Visitors; but Bombay is Still Recovering from Serious Riots

CALCUTTA WELCOMES THE SOVIET LEADERS: The people clustered on this unfinished building were some of the vast crowds which cheered the Soviet leaders, Marshal Bulganin and Mr. Khrushchev, when they arrived in the city in the course of their tour of India.

OVER-ENTHUSIASTIC CROWDS: Because of streets packed like this with cheering throngs it was impossible for the Soviet leaders to make their ceremonial entry into Calcutta in an open car. They had to be transferred into a closed police van.

BOMBAY'S DAY OF SAVAGE RIOTS: A bus is stoned by demonstrators in a street of Bombay during a day of unbridled violence. Eleven people were reported killed and nearly 300 injured. The cause of the riots was the controversy between the Maharashtians and Gujeratis over local constitutional proposals. It is believed the differences were inflamed by Communists.

The triumphant progress through India of Marshal Bulganin and Mr. Khrushchev received a check when they reached Calcutta. Fervid crowds blocked the streets, so the Soviet leaders had to transfer from their open car and ceremonially entered the city in a closed police van. In a speech at a public function, Mr. Nehru took the opportunity to emphasise the friendship of India for Britain—the country which Mr. Khrushchev has spared no opportunity of belabouring in his utterances. From Calcutta the Marshal and his colleague flew to Burma. Meanwhile, another foreign visitor had arrived in New Delhi—King Saud of Saudi Arabia. But responsible Indian attention is not only drawn to festive scenes. Much is being said and written about the serious riots in Bombay at the end of last month, which are alleged to have been Communist inspired.

THE RULER OF SAUDI ARABIA IN NEW DELHI: King Saud of Saudi Arabia (right) sits with Mr. Nehru at one of the first functions in his month's visit to India. The King was given a great welcome in the Indian capital. In speeches he and Mr. Nehru stressed the friendship of their two countries.

A BUS IS BURNT BY RIOTERS: The vehicle smoulders in Bombay. The riots were mainly in the north of the city, where violence was especially directed at the police and the public transport services.

OIL BRINGS PROSPERITY TO TRINIDAD : An aerial view of the Pointe-a-Pierre refinery of Trinidad Leaseholds Limited. This enterprise has grown immensely since the first refining plant was established there in 1917.

LOCAL LABOUR FINDS EMPLOYMENT : Four workmen on the derrick floor of a wildcat well in the Trinidad oilfields are supervised by a driller seen in the background. Trinidad Leaseholds employ 7,700 local men and women.

THE WELFARE SERVICES THAT THE OIL INDUSTRY HAS BROUGHT TO TRINIDAD : The General Hospital at Pointe-a-Pierre, which was built for the oilfield and refinery workers. Social services have kept pace with industrial expansion.

PRIVATE ENTERPRISE BUILDS THE COLONIES

At Present, and for Many Years to Come, Private Investors in Britain Play the Chief Role in Colonial Development

By C. J. M. ALPORT, M.P.

THE political controversy which surrounded the creation of the Colonial Development Corporation, and the publicity given by the Government to its Colonial Development and Welfare Programme, have obscured the contribution made by private companies to the progress of the Colonies since the war. This has not been confined to opening up new sources for raw materials or to starting secondary industries. Many companies have provided welfare services for their native workers which compare more than favourably with the achievements of Colonial Governments in this field.

Completely accurate estimates of the amount of money invested in the Colonies since 1946 by private individuals and corporations are unobtainable. In 1954 the Colonial Office calculated that the total capital invested in Colonial territories from private sources was roughly £65,000,000 (including profits ploughed back). For the previous year the estimate is £70,000,000. This includes sums made available to Northern Rhodesia and Nyasaland, which ceased to be classified as Colonial territories after the creation of the Central African Federation. During both these years particularly heavy capital expenditure was being undertaken at Aden for the construction of the British Petroleum Company's new oil refinery.

Lack of adequate supplies of capital goods in the immediate post-war years and the demands of reconstruction at home kept private investment in the Colonies between 1946 and 1950 below the 1953–54 figures. It is probable, therefore, that the total United Kingdom private investment in the Colonial Empire during the last ten years has been of the order of £380,000,000 to £400,000,000. This figure, if correct, is considerably in excess of the sums made available for Colonial development by the United Kingdom Government. Thus in 1954 the total moneys provided by the Colonial Welfare and Development Fund was £15,600,000, while a further £10,000,000 was produced by Government loans and grants and £4,000,000 by the C.D.C. and the Overseas Food Corporation. In addition, £16,000,000 was raised by Colonial Governments on the London market. Thus, compared with the figure of £65,000,000 flowing into the territories from private investment, only £46,000,000 was produced from public sources.

It is instructive, though far from easy, to arrive at comparable statistics for American private investment in British Colonial Territories. The total figures for 1953 and 1954, given in the United States Department of Commerce *Survey of Current Business*, show that the capital flow (including profits ploughed back) from the United States to British dependencies totalled between £50,000,000 and £60,000,000, or rather less than half the sum provided by the United Kingdom during the same period. What is more, the volume of investment in 1954 showed a marked decline on the previous year. During these two years well over a billion dollars were invested in Canada alone.

It is obvious from this that the American private investor does not yet regard British Colonial Territories as an attractive field for development, and that the United Kingdom will remain for many years the principal source for financing economic enterprise there. It is equally clear that however substantial may be the financial help provided by the United Kingdom Government, private investment is still the major factor in determining the rate and character in Colonial economic

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HOUSING FOR LOCAL EMPLOYEES : The estate at Pointe-a-Pierre built by Trinidad Leaseholds for its key employees, Trinidad men who hold the more important positions. These three- and four-bedroom houses, have electric light and running water. The rent is between 5s. 2d. and 7s. 3d. a week.

On right—
PRIVATE INVESTMENT'S ACT OF FAITH —THE LOW TANA HYDRO-ELECTRIC PROJECT : The Merila Barrage and intake for the water pipeline on the Tana River project, thirty miles from Nairobi. At the height of the Mau Mau crisis the East African Power and Lighting Company embarked on this £1,500,000 project which will give an additional supply of 8,000 kilowatts of power to the capital of Kenya.

PRIVATE ENTERPRISE BUILDS THE COLONIES

(*Continued from previous page*)

progress. By the end of 1954, the total money produced for the colonies by the Colonial Development and Welfare Fund, the C.D.C. and the Overseas Food Corporation was less than half the total provided from private sources.

The United Kingdom investor has become accustomed over many decades to the risks involved in Colonial development. Nevertheless, there has been, since the war, a tendency for new enterprise to be carried out by firms already established in the various territories, rather than by new concerns entering the field for the first time.

The reasons for this are fairly obvious. Large-scale capital development in the Colonies necessitates considerable initial outlay, and staff with sufficient experience of Colonial conditions are difficult to obtain. Established companies like the United Africa Company, Booker Bros., McConnell and Company, and the Rhodesian Selection Trust have therefore particular advantages, and it is significant that many of these large concerns have, since 1946, extended their activities to new areas and new types of enterprise far removed from those to which their pre-war business was confined.

If private finance in the Colonies is to be adequate for their needs and new sources of investment are to be forthcoming, it is essential that the British Treasury should offer some form of tax inducement similar to those provided by many foreign Governments for their own overseas investors. Thus, America gives a tax remission of 27 per cent. in favour of investors in Western Hemisphere territories, and Holland, Belgium and Switzerland give tax reliefs which are even more substantial. Such measures provide foreign companies with great competitive advantages over their British rivals in the Colonial field, and, incidentally, have a damaging effect upon our export position to them.

So far from encouraging the British investor, United Kingdom taxation policy in many cases frustrates the special attractions offered by Colonial Governments. In Nigeria a pioneer industries ordinance provides that a company formed to operate a new factory or mine enjoys whole or partial exemption from a tax on profits for anything up to five years. The advantages offered by West Indian Governments are even greater, while in East Africa company taxation has been retained at an exceptionally low level to encourage new enterprise.

All these advantages are nullified, as far as the United Kingdom investor is concerned, by the fact that the Treasury insists upon assessing the whole of his income at United Kingdom rates. The result of this is that the Colonial Governments, so far from succeeding in encouraging investors from the United Kingdom, merely lose revenue to the British Treasury and anti-British leaders are presented with an easily exploitable grievance against Great Britain. The recent Royal Commission on the Taxation of Profits and Income has recommended drastic changes in the United Kingdom tax structure. If its proposals are implemented, the existing anomalies will be overcome. Action on these lines is urgent if the British investor is to be able to play his part in the Commonwealth's economic progress.

Apart from the contribution which private investment has made to increasing Colonial revenues through taxation, large sums of money have been spent since the war on the welfare of their employees. Thus, in 1952 the Rhodesian Selection Trust announced a £2,000,000 scheme for the further improvement of its education, housing and other welfare services. This group of companies had, by March 31, 1955, built 14,000 houses for its African workers and over 2,000 houses for its European staff. In addition, it had developed a comprehensive health service and a pension scheme for employees of both races. The latter, being non-contributory, is particularly important to the population of a country where the complex structure of the welfare state is practically non-existent.

In the two years 1951 to 1952, the Booker Group in British Guiana expended £1,000,000 upon housing and medical and social welfare services. In his 1952 statement, the chairman of Booker Bros. drew attention to the fact that, whereas in 1943 5,400 cases of malaria were registered in the estates' hospitals, by 1952 this disease had been completely eliminated among over 40,000 employees of all races.

There is every justification for the claim recently made that private enterprise is making an outstanding contribution to the improved prospects of health, wealth and happiness of the Colonial peoples as a whole.

ONE OF THE CHIEF PRODUCTS OF WEST AFRICA CONTRIBUTES TO THE DEVELOPMENT OF THE GOLD COAST : Two 10-ton logs are taken from the log pond and carried by gantry crane to a mill belonging to the African Timber and Plywood Company on the Gold Coast. After treatment such wood is either used by local craftsmen or exported.

The nature of the development undertaken by private enterprise in the Colonies since 1945 has varied widely, both in size and character. The Aden Oil Refinery, built by the British Petroleum Company (in which the United Kingdom Government is a shareholder), cost £45,000,000.

Further away, in that group of territories which make up British Borneo—Brunei, Sarawak and North Borneo—a new oil industry of even greater importance has been developed. The Seria oilfield in Brunei—of the existence of which comparatively few people in Britain are aware—is now the largest single oilfield in the British Commonwealth, and the Shell Company, which has been responsible for its exploitation, estimates that over £56,000,000 has been invested in British North Borneo between 1946 and 1950.

At the other end of the scale is an enterprise like the Swaziland Canneries, which forms the first industrial

A PROJECT WHICH INFLUENCES DEVELOPMENT THROUGHOUT THE MIDDLE EAST—BRITISH PETROLEUM'S ADEN REFINERY : This view of the refinery, from Steamer Point in the far distance (on left) to the large housing area (on the extreme right), shows the vast scope of the project. New roads and a harbour are included ; housing estates, offices, a club and a hospital surround the refinery which, in just over a year, has processed 5,000,000 tons of crude oil. Last October alone output was 432,000 tons.

THE FRUITS OF PRIVATE INVESTMENT—BETTER LIVING AND MORE EDUCATION : *On left*—African women go shopping in the self-service department of the Kingsway Stores in Lagos, Nigeria. This huge shop was opened by the United Africa Company in 1948. *On right*—Students receive instruction in the British Malayan Petroleum Company Artisan Trades School at Seria, in Brunei. Here the Company, an associate of the Shell Group, operates a large oilfield.

THE URGE TO DEVELOP KNOWS NO BOUNDS : An aerial ropeway and marine drilling platform in the South China Sea, a mile off the coast of British North Borneo. This is an underwater extension of the Seria oilfield operated by Shell.

ROADS IN PLACE OF JUNGLE : A way is cut through the undergrowth and swamps of Brunei, and roads, here supported by an old Bailey bridge, are built for the oilfield development at Seria. About 5,000 people are employed there.

ONE OF THE MOST PROGRESSIVE EXAMPLES OF PRIVATE ENTERPRISE—THE COPPER-BELT IN NORTHERN RHODESIA : Part of the African township built for the workers in the Rhodesian Selection Trust mines. The efforts of the Trust to improve the status of its African workers are outstanding.

enterprise in a small Protectorate which has hitherto been dependent exclusively upon primary production.

In West Africa, the United Africa Company Group has since 1946 undertaken a variety of new enterprises, ranging from property development to timber. £2,500,000 has been spent on building a network of roads in the forest area and on providing the complicated equipment which timber extraction requires. £2,000,000 has been devoted to erecting saw and plywood mills, and a further £2,000,000 has been ploughed back into existing rubber, palm oil and banana estates and to opening up of new areas for these types of primary production.

At the height of the Mau Mau terror in Kenya, the East African Portland Cement Company, which is associated with the Tunnel Portland Cement Group, announced plans for the erection of a cement works outside Nairobi, while the East African Power and Lighting Company completed a £1,500,000 hydro-electric power station on the Tana River, which the Governor, Sir Evelyn Baring, justly described as "an act of faith in the future of Kenya." The same company is at the present moment spending £3,500,000 upon the construction of a power-line from the Owen Falls Power Station in Uganda and proposes subsequently to carry our further development on the Tana River at an estimated cost of £12,000,000. It is worth while comparing the value to African development of schemes like this with the ill-fated ground-nut project in Tanganyika, upon which the publicly-owned Overseas Food Corporation lost over £36,000,000.

These are only a few examples of the part private investment has played in the economic development of Colonial territories everywhere. Such a bare catalogue gives little indication of the contribution they are making to the increased resources of Colonial Governments and higher standards of living for Colonial peoples. Thus, the United Africa Company estimated that the revenue received by the Gold Coast and Nigeria from their timber development in terms of wages, royalties and Government dues and taxes since 1945 totals well over £6,000,000, while in the years 1951 and 1952 alone the Booker Group paid out over £8,000,000 in British Guiana in the wages and salaries of their employees and in taxes to the Government.

We have rightly taken pride in the administrative achievements in our Colonial rule and the fact that the *Pax Britannica* has spread peace and order over wide areas. It has been the policy of successive British Governments to transfer these responsibilities into local hands. The successful outcome of this process depends only in part upon the effectiveness of the administrative and political foundations which we have laid.

None of those Colonies which are to-day clamouring for "independence" can hope to achieve anything except its vain shadow, unless they possess the economic strength which will enable them to stand on their own feet in an uncertain and dangerous world.

A Brief Summary of THE FOREIGN NEWS

Pictures of Recent Events in Europe, Africa, America and Asia

THE LARGEST DOCK IN THE NETHERLANDS : The Shell tanker *Vasum* enters the dock at Amsterdam after it had been opened. A vessel of 31,000 tons, she was the first ship to go into it. The dock is the largest ever built in the Netherlands and is 270 yards in length and 41 yards wide. Owned by the Netherlands Dock and Shipbuilding Company, it is able to berth ships of up to 60,000 tons.

THE BIGGEST SHIP BUILT IN POLAND : The *Marceli Nowotko* is launched from one of the principal shipyards at Gdansk, on the Baltic. She is of 10,700 tons and is the first vessel of this size to be built entirely in Polish shipyards. Gdansk is the largest seaport of Poland. Formerly and better known as Danzig, it has had a chequered history. In this century it has been German, a Free City under the League of Nations, and German again in the war. After being captured by the Russians in 1945, it was given to the Poles.

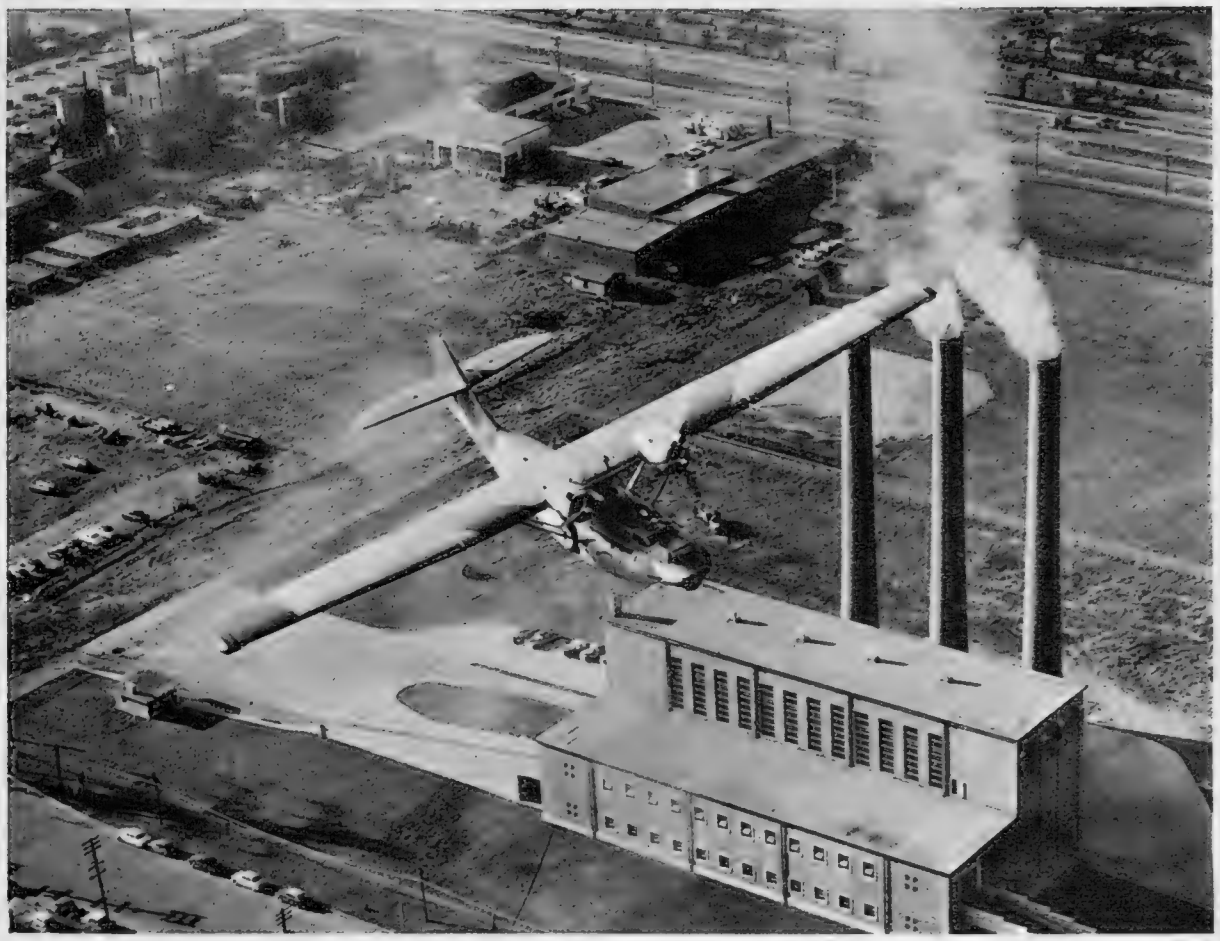
On right—

THEIR FORMER COMMANDER VISITS THE "GLORIOUS GLOUCESTERS" : General Van Fleet, who was the Commander of the United Nations 8th Army in Korea, salutes as he arrives on a visit to the 1st Battalion, the Gloucestershire Regiment at their headquarters on the edge of the Aberdare Forest, in Kenya. Sitting behind him (on the right) is Lieut.-Colonel C. B. E. Walwyn, Commanding Officer of the battalion. It was as a unit in General Van Fleet's army that the Gloucesters earned immortal glory by their defence in the battle of the Imjin River in April 1951.

PREPARING FOR BIG-GAME HUNTING : Sighting a hunting rifle in Nairobi is General Van Fleet after his arrival in Kenya for a fortnight's safari. He retired from the U.S. Army in 1953 but put on his uniform for his visit to the Gloucesters.

PROGRESS WITH THE NEW ARMY OF GERMANY : General Heusinger, the chairman of the Federal German Supreme Military Council, on the left, is with General Gruenther, the Supreme Allied Commander, at S.H.A.P.E. headquarters in Paris. They had been discussing the formation of the new German Army. *On left*—Regierungsdirektor Dr. Ziegler, an official of the Federal German Government, inspects a guard of honour of the Royal Air Force at Ütersen, in Holstein, West Germany. This airport is to be taken over by the West German Defence Ministry for the use of the new German Air Force. Behind Dr. Ziegler are Flight-Lieutenant B. Coles (left) and Flight-Lieutenant W. Langley.

A FAMOUS AMERICAN EXPLORER STARTS ON ANOTHER ANTARCTIC EXPEDITION : Admiral Richard Byrd talks with Dr. Paul Siple at Washington Airport. Both of them were about to leave for New Zealand. There they will join other members of the United States Antarctic Expedition, which will be commanded by Admiral Byrd. The American party expects to spend three years on the South Polar continent, at the time when the British Fuchs-Hillary expedition will be in Antarctica. Dr. Siple was with Admiral Byrd on the latter's first Antarctic expedition in 1928.



A CANADIAN AIRCRAFT ON ITS WAY TO "THE GREAT WHITE SOUTH" : A Canso amphibian flies over Toronto. It was the beginning of its flight to Antarctica, where it will be one of the aircraft employed for mapping purposes on an official British Government survey. With headquarters on Deception Island, in the South Shetlands, the expedition is to chart some 50,000 sq. miles in Grahamland. The British Colonial Office has given the contract for this important task to Hunting Aerosurveys Limited.

ARGENTINA FORGETS PERON : Statues of the former dictator of the Argentine and of his late wife Eva are draped in black on this building in Buenos Aires. But the public can still see next to the draped figures the statue, designed by Tommassi, of one of the nineteenth-century heroes of Argentina, Jose de San Martin. All evidences and reminders of General Peron and Eva Peron are now being removed as quickly as possible everywhere in the country.

On left—

THE FRENCH GOVERNMENT DEFEATED : M. Edgar Faure, the Prime Minister (wearing spectacles), sits in the Assembly in Paris before his Government was defeated on a vote of confidence. This was the fifth vote of confidence for which the Premier had called during his 280 days in office. The issue on which he lost was a constitutional one—electoral law. After his defeat, M. Faure asked for a dissolution of the Assembly. This means that there must be an election next month.

THE AIR MINISTER IN MALAYA : Lord De L'Isle and Dudley, V.C., is presented with a blowpipe by an Aborigine at Fort Shean, in Pahang. This picture was taken during the Minister's recent tour of Malaya.

A PLAGUE OF LOCUSTS IN ISRAEL : The insects descend on two settlers walking along a road near a settlement in southern Israel. The men have to fight their way through the pestilence. The swarms came from the Sinai desert. Thus a scene which has been familiar since the days of Moses is repeated. But to-day aircraft spread insecticides and thousands of workers have been organised on the ground to combat the plague, which can spread utter devastation in a short time.

THE TURKEY'S EXALTED POSITION

But how did this Bird, which Raises so Many Problems, Become the Traditional Dish of Christmas?

By BRIAN VESEY-FITZGERALD

DO you remember the poulterers' shops, all dressed for Christmas, in the serene years before the First World War? Well, there is really no need to go back as far as that: do you remember them in the hectic years between the wars? Even the poulterer in a small country town would have an immense array of turkeys hanging in serried rows outside his shop. There was, then, no need to order your turkey weeks, even (as is sometimes the case now) months, in advance of Christmas. Indeed, in the golden years, it was only the moneyed mugs who ordered their turkeys in advance: the wise left their turkey shopping until Christmas Eve. And those who really knew their way around left it until the very last moment, for the shops remained open late on Christmas Eve—until nine o'clock or even ten—and during the last hour or so the poulterer would be anxious to clear his stock at almost any price. Cold storage was then a rarity. I can remember many a Christmas Eve jaunt into town and many a fine turkey bought for a few shillings half-an-hour or so before closing time. And, if you think that country poulterers had a hard time making both ends meet, let me reassure you. They did not.

I shall not have a turkey this Christmas. A most satisfying bird it becomes, with a family of two, a little boring during the second week. Indeed, even when uneaten, I find it a most curiously satisfying bird.

Consider the name. It would be difficult, I think, to find a more misleading name in all the world of birds, though Mr. Sacheverell Sitwell has pointed out that macaw (which is the Portuguese Macao) is at least equally misleading. And the odd thing is that nobody knows how the turkey came by its name. It is quite certain that it was introduced from the New World, and that makes it quite certain that the introduction had nothing whatever to do with Turkey, and nothing whatever to do with the Turks, even in the old, very wide, sense of the word by which it was made to apply to all Muhammadans, for it is most unlikely that the Spaniards would have had Muhammadans in their crews. The Spaniards of that time were given to exterminating infidels, not to employing them.

It must be remembered that the name "turkey" was originally applied to the guinea-fowl. Minsheu's *Dictionary* gives: "Turkey-cock, or cock of India, brought to us from India, or Arabia, or Africa. It seems to partake of the cock and of the peacock. A Turkey or Guinea Hen." We know that at least one species of guinea-fowl was domesticated by the ancient Greeks and, later, by the Romans. And this being so, it seems very probable—indeed, I think it can be regarded as certain—that it was also known to the Phœnicians as a domestic bird. There is, however, no evidence that domestication was continuous from Roman times. Certainly, if the Romans brought the guinea-fowl to Britain, which is very likely, it did not survive the Occupation. Later, the Portuguese, in the course of their African voyages, rediscovered the guinea-fowl and brought it back to Europe. It does not seem wholly improbable that some lingering folk-memory associated these birds with the peoples of the Eastern Mediterranean, and so with the Turks.

Some of the many species of guinea-fowl are distinctly turkey-like in appearance, and many of the early writers (including the great Linnæus) confused guinea-fowl and turkeys under the latter name. I suppose that it was some such confusion that led to the naming of the American bird. But gradually the distinction between the two became clear, and the name "turkey" was confined to the bird from the New World. That seems a more reasonable supposition than the suggestion that the call of the wild turkey, which may be translated *turk-turk-turk* (if you have a sufficiently vivid imagination or slightly faulty hearing), is the origin of the name. If that were so, then there would surely have been no confusion, as undoubtedly there was with the guinea-fowl.

And when did the turkey first come to Britain? Well, you will find the bird mentioned by Shakespeare in *Henry IV, Part I*: First Carrier: "Oddsbody! the turkeys in my pannier are quite starved." It is not often that one finds Shakespeare making a howler of this sort. King Henry IV reigned from 1399 to 1413: the turkey was quite unknown in Britain before the reign of King Henry VIII. Indeed, the true turkey was first described by Oviedo in his *Sumario de la Natural Historia de las Indias* in 1527. But the bird had certainly been introduced into Europe before that date, for it was established as a domestic species by 1530. Oviedo was writing about the turkeys of Mexico, and Mexico was not discovered by the Spaniards until 1518, which is too late a date to allow of establishment as a domestic species by 1530.

So far as Britain is concerned, it seems to me that Cabot, or one of his immediate successors, should have the credit for introducing the bird. Baker's *Chronicle* (1525) gives 1524 as the date for the introduction into this country:

> Turkies, carpes, hoppes, piccarell, and beere
> Came into England all in one yeare.

It would be unwise to place much reliance on that bit of doggerel, since both the carp and the pike were in England long before, and are, in fact, probably indigenous. All the same, there is a good deal of indirect evidence to support the belief in an early introduction to this country. There is, for example, the tradition (and there is often a good deal more in these old rural traditions than meets the eye) that the Norfolk turkey came from North America and not from Mexico. There is, moreover, the documentary evidence of Cranmer's constitution of 1541, which is the earliest documentary evidence for the existence of the turkey in England. This lists the "turkeycocke" as one of the "greater fowles" of which an ecclesiastic could have "but one in a dishe." The Archbishop was not confusing the true turkey and the guinea-fowl, for he lists his "turkeycocke" with the crane and the swan.

"But one in a dishe." But one turkey at a time for a parson. O happy days! But just think what that means. It can only mean that the turkey was then common enough and cheap enough for there to be all the opportunity in the world for parsons to make pigs of themselves, which, in turn, means that the turkey must have been established for some considerable time. Yet—and this is surely strange—it is a fact that in *The Privy Purse Expenses of King Henry VIII* turkeys are not mentioned among the fowls to be provided for the Royal table. By all accounts Henry VIII was a man of somewhat gross appetite, and one can only suppose that he had not the delicacy of taste possessed by you and me. But it is also worth noting that turkeys are said to have been eaten for the first time in France in 1570, at the marriage of the king, when twelve formed part of the wedding breakfast. It is all rather confusing.

All the same, there can be no doubt that by 1555 turkeys must have been plentiful in England, for the price of two turkey-cocks and four young turkeys served at a dinner of the sergeants-at-law in that year works out at rather less than the price of a couple of ounces of Empire tobacco to-day. (May I present you with that information as a sauce for your turkey on Christmas Day?) And by 1573 the turkey had already become established as part of the Christmas fare of the Englishman, which means that by then the bird must have been a common domestic fowl throughout the country, which, in turn, points to an early introduction.

TURKEY TIME ON THE FARM: Feeding the birds at Mr. T. Bonser's Manor Farm at Silchester, Reading, in readiness for the festive season. This picture, which was taken last year, shows some of the farm's 6,000 turkeys which were destined for the Christmas market.

The true turkey occurs in the wild state only in the New World. Of the several species, the best known are the American turkey (commonly known as the wild turkey), the Mexican turkey, Elliot's turkey, the Florida turkey and the Honduras turkey, which is one of the most beautiful birds in the world. The common wild turkey, the American turkey, is now extinct as a wild species in Canada and the Eastern United States, where once it was so very plentiful—Jesselin, in his *New England's Rarities* (1672), speaks of flocks numbering many hundreds of birds—and the Mexican turkey is now a very rare bird. The Honduras turkey, which rivals the peacock in brilliance, was never plentiful, and its range was always very restricted. It is even more so to-day. This is one of the strange penalties of domestication; that when an animal becomes domesticated, the wild representatives of its race die out. There are now no wild horses, the wild stock of the domestic cow has disappeared, there are no wild camels, and so on.

But there are, of course, a number of breeds of domestic turkey. In this country all of them are varieties of two distinct breeds, the Norfolk and the Cambridge, which are themselves descendants of two distinct species of wild turkey introduced at different times. The Norfolk is believed to descend from the American turkey: the Cambridge descends from the Mexican, which was introduced at a much later date. The Norfolk is the taller of the two and is almost black; the Cambridge is naturally much more varied in colour. It is from the Cambridge that all the coloured breeds have sprung, and these have superseded the old Cambridge to such an extent that it would scarcely be an exaggeration to say that the original breed has ceased to exist.

The Norfolk is said to be the hardier of the two; indeed, the hardiest of all domestic breeds. This question of hardiness has always intrigued me a great deal. On all sides you hear tales of the extreme delicacy of turkeys, of how susceptible they are to damp, how very difficult to rear. Yet this year, as for many years past, we shall import many thousands of turkeys from Ireland, a country notorious for the dampness of its climate. Moreover, the wild turkey was not at all delicate. It was well able to survive the crossing of the Atlantic in the days of sail, when navigation was uncertain and the voyage long, cramped and uncomfortable, when food was not plentiful and almost certainly unsuitable. And the turkeys of Tudor times must have led anything but sheltered lives, yet they flourished and multiplied. I think that weakness, susceptibility to damp, and so forth, has come only with over-specialisation.

And one more problem: can anyone tell me how the turkey came to be associated with Christmas? Traditionally it is the Christmas dish, but how did it achieve this exalted position? There is no connection in legend between the turkey and Christianity (as there is, for example, in the case of the robin), and it is not, in fact, the Christmas bird of Christians as a whole. It is the Christmas bird only of the English-speaking and Teutonic peoples. It would be interesting to know how it came to be so.

HER DAILY TASK IS NEARLY OVER: Marie Martin, the farmer's six-year-old daughter, feeds the turkeys at Kirton of Kollace, near Kinrossie, Perthshire. This daily task, which she performs each lunchtime, will soon be over as the birds are off to market very shortly.

LONG VOYAGES IN SMALL SHIPS

Preparations for a Trip Round the World; A Journey to Australia; and a Transatlantic Crossing

FITTING-OUT TO SAIL ROUND THE WORLD : Mr. James Allcard stands at the bow of his new ketch, *Sea Wanderer*, shortly after the vessel had been launched at Hayling Island, in Hampshire. In her Mr. Allcard plans to sail round the world alone. He will start next spring. He has already made a number of long voyages in small ships, including transatlantic crossings from Britain to America and back in his yawl *Temptress*. *Sea Wanderer* has a saloon 10 ft. by 7 ft. and a galley 4 ft. by 4 ft. She has a diesel engine, but Mr. Allcard intends to use sails for most of the voyage which, he expects, may take up to six years to complete. The ship has a canvas funnel for catching rain water to supplement the fresh water tanks.

A VOYAGE TO AUSTRALIA IN A MOTOR VESSEL : The 65-ft. *Wombat* lies at her moorings at Isleworth, London. On her deck (on the left) is Mr. Ted Barker, her owner, and Mr. Les Verity. They are two of a company of six, including Mrs. Barker, who will set out in her early next year to sail 12,000 miles to New Zealand. Their course will be across the Atlantic and through the Panama Canal. The voyage will take at least a year. *Wombat* was formerly *The Quest*, a supply boat of the Royal Army Service Corps. She took part in the invasion of Normandy.

On right—

FOR A TRANSATLANTIC VOYAGE : *Buttercup*, a 25-ft. sailing boat, has a cigar-shaped hull of unusual design and twin lead keels. These should give added stability in heavy seas. She will be sailed across the Atlantic next year.

THE CREW OF "BUTTERCUP" : Major Ian Major, Royal Marines (Retd.) (on left), and Major D. R. E. Sillars are in the sailing boat in which they propose to cross the Atlantic. Major Sillars has been given a year's leave of absence from the Royal Marines to make the voyage. *On right*—As *Buttercup* moves on the River Colne, near Colchester, Major Major waves to the shore. The vessel has many special features. Besides her cigar-shaped hull and lead keels, she has a central skeg and is fitted with a servo rudder and windvane self-steering gear. The two men hope to leave next month on their long trans-atlantic voyage. They will sail to America via the Caribbean Sea.

SANDS WHICH MAY HIDE FUTURE WEALTH FOR SAUDI ARABIA : The winds and the weather may change the surface appearance of the vast desert. But beneath may be found mineral wealth which will add to the rapidly increasing development of the country. As a result of the national income from oil, Saudi Arabs are now beginning to enjoy education and can have medical treatment in hospitals and clinics. Much of the kingdom's new prosperity is due to the foresight of the late King Ibn Saud.

MODERN MACHINES ARE CONQUERING THE DESERT : A tractor makes its way across the sands. It is towing a trailer which is empty, having just delivered a load of heavy machinery to an oil-drilling rig. Both these tracked vehicles belong to an American oil company and are on their way back to the refinery where they are stationed. Scenes such as this are now almost commonplace in the kingdom of Saudi Arabia, although much of the way of life of its inhabitants is still based on primitive tradition.

OIL FROM THE DESERT

Out of its Growing Wealth from Exports of Oil, Saudi Arabia is Now Building a Modern State

In Saudi Arabia there are two valuable natural commodities. One is water—without which life would be impossible. The other is oil, and in this desert kingdom oil is making it possible for the people, for centuries kept to an ancient traditional way of life, to enjoy the beginnings of modern civilisation.

Inevitably, the process of transition is a slow one. A nomadic people, conservative in outlook, does not turn overnight into an Eastern equivalent of the West's industrial workers. Loping beside the oil company's petroleum-loaded truck will be seen the camel with its burden of grain. In the vicinity of the lofty oil derrick men will laboriously draw water from a well constructed centuries ago.

Yet the fact remains that the Saudi Arab to-day differs in his way of life more from his great-grandfather than his great-grandfather's existence did from that of his ancestors in the era of the Prophet Muhammad. Nowadays the Arab suffering from, say, snakebite does not have to undergo the ancient "cure" (which was to read the Koran over the victim until he died). Instead, there are hospitals and clinics available, with up-to-date equipment and doctors trained in the world's finest medical schools. These medical facilities have been financed with oil income.

Thanks to oil, too, the Saudi Arab has a chance of obtaining that commodity which he, like his brothers in the nationalistic East, prizes so highly—education. In Saudi Arabia there are now many modern schools, the number of which increases annually. And the Arab who makes his living by agriculture has learned to call Allah's blessing on the oil companies. Money from oil has made possible vast schemes of desert irrigation, with great benefit to the farmers.

This desert land owes its advancement in the twentieth century to the late King Ibn Saud. When Ibn Saud's rise began, fifty years ago, the country was parcelled out among Sheikhs who owed fealty to Turkish overlords. At his death he was ruler of an area of 865,000 square miles, and king of the largest oil-producing country in the Middle East.

The shrewd old king encouraged geological exploration in his domain by U.S. oil companies. His foresight paid when the first commercial oil strike was made in 1938. An enormous testimonial to the king's faith in his country's resources now stands at Ras Tanura, on the Persian Gulf—a refinery which produces 600,000 gallons of oil a day.

THE WORLD OF THE PROPHET SIDE BY SIDE WITH THE TWENTIETH CENTURY : Camels sit and stand round the tents of a Beduin encampment near Khafs Dagra. Behind are the ruins of a citadel, the walls of which have remained for centuries and recall the era when Islam swept westwards to Europe. But beyond (on right) is one of the experimental farms from which Saudi Arabia is making great progress.

ARABIAN FARMING IN THE NEW STYLE : Cattle are herded on the experimental farm at Khafs Dagra. They are Royal property in an establishment which has been founded on Saudi Arabia's new-found wealth from oil exports.

EAST AND WEST COMBINE : The donkey is carrying oil-cans from a modern refinery in Saudi Arabia. The animals in the background, with their robed attendants, present a traditional scene. To-day in this country East and West are combining to develop natural wealth to mutual advantage.

PARIS POLICE "STEAL" CARS

An Ingenious System of Dealing with Illegally Parked Vehicles in the French Capital

Monsieur Dubois, the energetic Prefect of Police in Paris, never shrinks from introducing any measure which might help to solve the city's traffic problem, however stern or unwelcome the measures may be in the eyes of those motorists who run foul of the law. M. Dubois' latest move is designed to relieve congestion in the overcrowded streets by action against motorists who park their cars illegally, thus causing an obstruction to traffic. Now the motorist who parks his car in such a way as to cause an obstruction is given a punishment which fits the crime: his car is towed to an official park, where it can be reclaimed on payment of a fine of 900 francs (18s. 9d.).

Cars are liable to be towed away if they are parked at a bus-stop, or left where they obstruct the normal flow of traffic. The length of time a vehicle is so parked, even if it is only two or three minutes, has no bearing on the case. The cars are not roughly handled, but treated with the utmost care by the police who remove them. Unlocked cars are taken away by a breakdown lorry with a crane which raises the front wheels. Those which are locked are hoisted on to wheeled platforms. As soon as the car is ready to be moved, the doors are sealed with string and a lead seal which bears an official imprint.

The motorist who arrives on the scene while the removal operation is in progress (perhaps fetched by a friend) may reclaim his car without penalty as long as it is not yet sealed. However, once the seals are in position the owner has no option but to ransom his car from the police car-park to which it is towed. The ransom of 900 francs does not cover the high cost of removing the vehicle. So far these costs have been borne by the police department, but if this method of combating illegal parking is retained, they may be added to the ransom.

Paris traffic police on the look-out for parking offenders patrol the streets in tiny 4CV Renaults, to which the Parisians refer affectionately as "piebalds," because they are painted in black and white. They are radio-equipped and manned by two officers. When they spot an illegally parked car they report the circumstances by radio to the office of M. Jaubert, Chief Commissioner of the traffic division, with whom rests the decision whether or not the car should be moved. Simultaneously, a report which includes the number of the car, name of the owner and the reason for the removal is radioed to police headquarters and to the police station nearest the point from which the car was removed. Panic-stricken motorists who rush to the police to report that their cars have been stolen are usually relieved to find that they can recover them for the 900-franc ransom.

The entire removal operation is very speedily accomplished. So efficient are the patrols of the "piebalds" that it is unusual for a car parked illegally in the centre of Paris to remain undiscovered for more than a few minutes. Currently popular in the French capital is a song with lyrics to this effect: "... once we had gangsters who stole our cars ... but under the reign of Monsieur Dubois ... it is the police who steal them. ..."

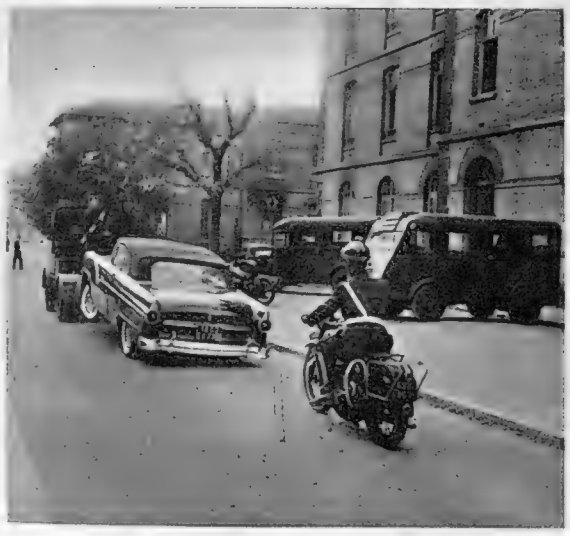
THE POLICE IN ACTION: The car in the centre has been parked in a forbidden area. The police are now dealing with it under the new regulations of Paris. The vehicle is about to be lifted by the crane behind the van, on left, to be towed to an official park, where it can be "ransomed." On right is a police "piebald" Renault.

A SAFEGUARD: The seal is clipped to the string, not to be broken until the owner reclaims the car.

A SPEEDY OPERATION: This car was found unlocked. The brake has been released and it has been quickly hoisted behind the police lorry. As soon as the doors have been sealed, it will be removed, by order of the Chief Commissioner of Traffic.

On right—

WITH ESCORT: Carefully the lorry is towing the offender to the police park. Behind rides a police escort on a motor-bicycle.



LOCKED AND SEALED: Before being removed on the wheeled platform in the foreground, the doors of the car have been sealed with string and an official lead seal. This guarantees the owner against theft. The string can be seen drawn over the back of the car.

On right—

HELD TO RANSOM: On the wheeled platform behind the lorry the sealed car is being taken to the official park. There it will stay until the owner comes to redeem it.

"STOLEN" CARS WAITING TO BE "RANSOMED": Vehicles of assorted shapes lie in the police park. Twelve to fifteen vehicles are brought in each day. Their owners can drive them away on payment of 900 francs. Most owners are only too glad to pay.

STAPLE INN AND DOVER HOUSE

Two Prominent London Landmarks which have been Restored after Wartime Damage

Staple Inn, an ancient Inn of Chancery which lies a few yards from the bustle of Holborn, was reopened after restoration in June. Much of the Inn had been badly damaged by a flying bomb in 1944, and one of its most serious casualties was the Hall, which had stood since 1581. This has now been rebuilt and once again restored to the Institute of Actuaries, who had used it since 1887. The restoration was the work of Sir Robert McAlpine and Sons. Staple Inn has historical associations dating to the early fourteenth century, when it was the centre of the wool merchants of the Staple. Then it became a residence for law students and, with Grays Inn, formed the largest Inn in Chancery. This association lasted for nearly 300 years until 1811, when Staple Inn regained its independence. Later, the Government bought the southern part for an extension of the Patent Office, and the Prudential Assurance the northern part.

THE NEW STAPLE INN AND GARDENS: The new Hall, which replaces the old building of 1581, bombed during the war, was designed by the architectural section of the estate department of the Prudential Assurance. It retains many features of the original building, and has been restored to the Institute of Actuaries as its home. The Institute was housed here from 1887 to 1944, when the Hall was destroyed. *On right*—Facing the Hall across the Gardens is a building in contemporary style. It forms part of the Patent Office.

THE SCOTTISH OFFICE RETURNS TO DOVER HOUSE: The Whitehall face of the house, the home of the Scottish Office, where for the past two years extensive repairs and redecorations have been carried out by the Ministry of Works. This work was made necessary by wartime damage, and through the poor design of the original building, which is 200 years old.

THE MINISTER'S ROOM: It is occupied by the Secretary of State for Scotland. Dover House became the home of the Scottish Office on its establishment in 1885. Since 1941 it has been at Fielden House, Great College Street.

THE ROTUNDA OF THE ENTRANCE HALL AT DOVER HOUSE, IN WHITEHALL: The staircase leads up to the visitors' waiting-room. In addition to the bomb damage at Dover House, dry-rot and settlement of the floors made essential a virtually complete internal restoration. Floors and roofs have been strengthened with steel and the ornamental ceilings of the principal rooms levelled and repaired. Dover House, built by James Paine for Sir Matthew Featherstonehaugh in 1755–58, was designed on an "E"-shaped plan with the principal rooms facing the Horse Guards Parade and the entrance facing Whitehall. It was later occupied by the French Ambassador, the Marquis de Noailles, and after him by Lord Amherst. In 1787 it was bought by Frederick, Duke of York, second son of George III, who renamed the building York House and subsequently enlarged and altered it to designs by Henry Holland. At the Whitehall entrance the large Rotunda and portico were erected, and the principal ground floors were entirely redecorated (one with a series of frescoes). The building was sold again in 1830 to Mr. Agar Ellis who, on being created Baron Dover, renamed the premises Dover House.

NEWS OF THEATRES

Plays and Opera in London; An Eighteenth-century Drama at Salisbury; The British Production of "Hamlet" in Moscow

UGO BETTI'S MELODRAMA AT THE HAYMARKET THEATRE: In *The Queen and the Rebels*, Argia (Irene Worth) shows her hands to Raim (Duncan Lamont). She is alleging: "I have never done a stroke of work in my life." In fact, Argia is a prostitute who later is mistaken for the Queen of a country suffering a Communist revolution. She becomes intoxicated with this illusion, which she maintains until the end, even though it means her death. *The Queen and the Rebels* is one of the two plays of Betti which are at present running in London. The other is *Summertime*, at the Apollo Theatre. Signor Betti, an Italian, died two years ago.

"AFRAID NO LONGER": In a scene of dignity and power, the prostitute Argia explains to the Rebel Leader (Leo McKern) why she has lost her fears of the fate in store for her since falsely assuming the role of the Queen.

On right—

THE HARLOT QUEEN IS QUESTIONED: From the left are General Biante (Alan Tilvern); The Porter (John Kidd); Argia (Irene Worth); and the Rebel Leader (Leo McKern), who first appears as a traveller.

Below—

A MOMENT OF TENSION: The Rebel Leader stands by the table confronting Argia and Raim in one of the many dramatic incidents in *The Queen and the Rebels*. Ugo Betti's play is a subtle psychological study of individuals' desire for power.

A PRIMA DONNA FROM SPAIN AT COVENT GARDEN: Pilar Lorengar sings "Marguerite" (at one time "Violetta") in *La Traviata* at the Royal Opera House in London. Making her first appearance at Covent Garden, Senora Lorengar brings great beauty to this part in Verdi's opera. Production is by Tyrone Guthrie and John Pritchard is the conductor.

A RARE PLAY IS REVIVED AT SALISBURY: Helen Jessop has the leading part of Hypolita in Colley Cibber's *She Would And She Would Not*, which is being performed for the first time for sixty years in the professional theatre at the Playhouse, in Salisbury, this week. Miss Jessop is the leading lady of the Salisbury Repertory Company, which has established a fine reputation for producing unusual plays. *She Would And She Would Not* had its debut at Drury Lane in 1702.

A TOAST: It is being offered by Mr. Gans (Nicholas Joy) in the centre. Left is Mrs. Gans (Aletha Orr), and on right are Bud Walters (Bernard Braden) and Alice Walters (Barbara Kelly). *Anniversary Waltz* is an American comedy by Jerome Chorodov and Joseph Fields.

"ANNIVERSARY WALTZ": In the new play at the Lyric Theatre in London are, from left—back row: Millie (Pauline Henriques, sitting on the arm of the couch); Handyman (Ross Pendleton); Harry (John Sterland); Sam (Maurice Durant); Bud Walters (Bernard Braden). Middle row, sitting: Janice Revere (Kay Callard); Mr. Gans (Nicholas Joy); Mrs. Gans (Aletha Orr); Chris Steelman (Larry Cross); Alice Walters (Barbara Kelly). Sitting on the floor are Debbie Walters (Maxine Aslanoff) and Peter Walters (Anthony Valentine). At the end of the play the curtain has risen again to show the whole company grouped in front of the television set round which much of the plot revolves. Twice the set explodes and on another occasion it is kicked by the enraged father of a temperamental family. The scene is an apartment near the East River in New York. Bernard Braden is the father whose temper is sorely tried by his parents-in-law and his precocious children. The direction is by Joseph Fields and the decor is by Frederick Fox.

MEMBERS OF THE BRITISH COMPANY ON THEIR VISIT TO MOSCOW: Touring the capital of the Soviet Union are, from the left, Ernest Thesiger; Mary Ure; Diana Wynyard; Joy Parker (Mrs. Scofield) and Paul Scofield. Apart from Mrs. Scofield, who was accompanying her husband, the rest of this group were members of the company who have recently performed *Hamlet* in Moscow.

On left—

THE BRITISH COMPANY'S PRODUCTION OF "HAMLET" AT THE MOSCOW ARTS THEATRE: Taking their curtain at the end of a performance are, from left: A Courtier (Aubrey Woods); Osric (Timothy Findlay): Horatio (Michael David); Claudius (Alec Clunes); Gertrude (Diana Wynyard); Fortinbras (Richard Pascoe, behind); Peter Brooke, the producer; Hamlet (Paul Scofield); Ophelia (Mary Ure); Polonius (Ernest Thesiger); Laertes (Richard Johnson); Guildenstern (David de Kayser); and Rosencrantz (Gerald Flood). This was the first *Hamlet* performed in Russia by a British company since the Revolution.

ROUNDING-UP CATTLE ON THE GREAT GLEN RANCH : Riding on the left is Mr. Joseph Hobbs, the proprietor. The ranch is near Fort William, in the Scottish Highlands. Mr. Hobbs, aged sixty-four and a former shipowner and distiller, spent a considerable part of his early career in Canada. On the 10,000 acres of Great Glen he has built up a thriving business, with some 1,200 head of cattle on his estate. His cowboys and other ranch hands are former crofters from villages on the estate.

A SALE OF CATTLE FROM THE RANCH : Bidders crowd round the auction ring at the market in Lanark when young cattle from the Great Glen are up for sale. Each year the average number of young cattle from the ranch sold at this market is 400 head. English breeders buy Hobbs cattle to strengthen their stock.

BRITAIN'S ONLY CATTLE RANCH

At Great Glen, in Scotland, Cowboys in Tam-o'-Shanters Round up Cattle in a Thriving Business

THE PROPRIETOR : From his horse, Mr. Joseph Hobbs proudly surveys a part of his flourishing estate. At Great Glen he has established a leading position among the cattle-breeders of Scotland.

THE cowboys at Great Glen, the only cattle ranch in Great Britain, may not be the spectacular figures which a filmgoer, accustomed to American "Westerns," might expect. But there is no doubt at all that this ranch, situated outside the town of Fort William, in the western Highlands of Inverness, is a unique and highly flourishing enterprise.

The proprietor is sixty-four-year-old Mr. Joseph Hobbs, a former shipowner and distiller. Mr. Hobbs, a burly, soft-voiced man whose accent only occasionally reveals his Canadian background, built up the estate from a meagre holding into Britain's equivalent of the mighty King Ranch of Texas. Incidentally, in doing this he confounded the experts.

The comparison with the King Ranch is a valid one if only because of Great Glen's size—10,000 acres. But there is more to it than that. When Great Glen cowboys gather to set out on a day's work many have a seven-mile ride on horseback ahead of them before they reach the section of herd which they have been assigned to guard. And like any American rancher, and unlike other stockbreeders in the British Isles, Hobbs raises cattle only. But the main difference between a ranch and a farm, says Hobbs, is this : "On a ranch, nature does the work ; on a farm you do the work."

Great Glen's position in Scottish cattle-raising may be judged from the following facts : each year an average of 400 head of Hobbs young cattle are sold at Lanark Market. The highest number his nearest rival in this market can muster is fifty—and most local breeders count themselves lucky if they *can* market fifty calves at Lanark.

The Hobbs ranch, however, differs from its U.S. counterparts in several important respects. The Scottish cowboys haven't yet changed their kilts and tam-o'-shanters for blue jeans and stetsons. They don't whirl lariats in capturing stray steers. Specially-trained sheepdogs do the job for them, and United States and Canadian cattlemen watching these canine cowhands in action often express the wish that they could take a few of the dogs back for use on their own ranches.

The cowboys are ex-crofters. In the course of expanding his estate Hobbs bought two crofters' villages. He asked the crofters if they would remain in their houses on the estate and work for him. His offer was accepted. Now, at the end of a day's work for Hobbs, the crofters go home and look after their own small herds, which they raise as a profitable sideline.

Yet when Hobbs started renovating the Great Glen estate seven years ago, these crofters, and many farming experts, were doubtful of his chances of success. The soil was poor, barely supporting fifty head of cattle and 500 sheep. Moreover, his methods of farming struck them as eccentric.

Hobbs' eccentricity paid. There are now some 1,200 head of cattle at Great Glen, which has become a byword for soil fertility. The basic principle of Hobbs' system is this : drain reclaimed land by wide-spread silage and have cattle live on it all the year round.

The cattle destroy the bracken with which the land is covered and their manure fertilises the soil. The area is then ploughed with tractors and fenced. A seed mixture is sown, and a five-year system of spring sowing and winter grazing instituted. At the end of this five-year period the land is again ploughed and put through the same rotating process. The seed mixture for the first two years is a combination of Mashlum crop—oats, vetches and peas mixed with 16 lb. of rye-grass and 1 lb. of red clover. In the remaining three years a grass mixture is used.

Mr. Hobbs worked the system out by himself. "It was more of an engineering problem than a farming problem," he says. As for the crofters who shook their heads over his new-fangled ideas, they are now using Hobbs' processes on their own smallholdings. In this they are following the advice of the late Hector McNeil at the time when he was Secretary of State for Scotland. Mr. McNeil warmly approved the way Mr. Hobbs had solved his "engineering problem," and expressed the wish that other Scottish breeders would copy his methods.

Two things Hobbs is firmly against—mixed breeding and barbed wire. "Sheep and cattle raising don't go together," he says firmly. "At least, not in this part of the world." Regarding barbed wire, Hobbs' only use for it is as a top strand for his fifty-eight miles of fencing. The widespread use among ranches of wire fencing, by the way, is the reason that cattle stampedes are now confined to the CinemaScope screen.

What sort of man is Joseph Hobbs ? In the first place, he is a man with a message. This Scotsman by adoption wants to see some of Scotland's native sons who have made money abroad come back to their home-land and invest their wealth in Scottish agriculture.

Scotland could easily support an increase in cattle-ranching. In past centuries she was noted for cattle export—figures for the year 1663, for instance (which take no account of smuggled cattle), show that nearly 19,000 head of cattle were shipped to England. An increase to-day would not only boost Scotland's economy but also, Mr. Hobbs believes, enable Britain to cut down her beef imports by 20 per cent. He himself raises cattle for breeding—Angus and Shorthorn cross-breds—rather than for slaughter, and many cattlemen from south of the Border buy Hobbs' animals to strengthen their own stock.

That Mr. Hobbs should make a success of the Great Glen ranch is not really surprising—he has the stubbornness and determination of the man who refuses to admit himself beaten. In the ups and downs of his life he has needed all his physical and mental resources. The son of a Hampshire farmer, he went to Canada as a child. He served in the First World War and had extremely varied Service experience : starting as a soldier, he later became a naval airman. At the war's end he went into the shipping business on Canada's West Coast. He made

ON FLOURISHING PASTURES : A herd moves across the ranch. When Mr. Hobbs started seven years ago, many farmers doubted his success because the soil was poor. However, by original methods Mr. Hobbs has transformed the pastures of Great Glen into some of the best in the locality.

ON THE WAY TO MARKET : *Above* and *below*—Cattle are being driven to market. The Scots cowboys may not be as spectacular as their American counterparts. They do not wear broad-brimmed Stetsons, nor do they rope their steers. But they are very efficient.

A CONVERT TO ORIGINAL IDEAS : Mr. Charlie Palmer, the Great Glen estate manager (wearing the kilt), talks with Mr. Hobbs. The manager was at first sceptical of his employer's methods, but is now an enthusiastic convert.

enough money as a shipowner to erect the thirty-three-storey Marine Building in Vancouver.

For this addition to the architecture of British Columbia's capital he was presented with a golden key to the main door of the Marine Building, and the Mayor of Vancouver, who made the presentation, expressed the hope that the key " would unlock the city as well."

Unfortunately the year was 1930, and only a few months previously Wall Street had suffered its Great Depression. The main use for new skyscrapers became the provision of jumping-off places for nervous stock-brokers. In the world-wide depression which resulted from the Great Crash Hobbs dropped £84,000.

He returned to England with less than £1,000 in his wallet and started a new career, that of whisky salesman. By 1935 he had succeeded in buying a distillery. He extended the business, and eventually formed the Associated Scottish Distilleries, the second largest distillery in Scotland.

During his spare time he was an inventor. One of his ideas was a metal-cutting device, and during the Second World War, in which he again served as a naval officer, the gadget was extensively used throughout Britain in war factories and munition plants.

His hobbies to-day include bird-raising, music and yachting, a peaceful change from those of his more youthful years, when he was a noted sportsman and bear were one of his favourite prey. But what gives Hobbs most pleasure is to watch the transformation of the bracken-covered hills around his fifty-five-room castle home into pasture land for cattle.

One of the striking features of Great Glen ranch is the contentment of the nineteen men employed there. The proprietor's profitable ranching methods enable them to draw pay above the national minimum, and they receive free heat, coal, light and potatoes.

Key man is the estate manager Charlie Palmer, who has been with Hobbs five years. Palmer was originally sceptical of Hobbs' ranching theories, but was won over, and is now as enthusiastic about them as Hobbs himself. Another key member of the Hobbs team is the cattle foreman John McCallum. He has 150 cows under his care, and knows each one by name. He nurses them like a shepherd, and like a shepherd he has his pipes—bagpipes, of course.

The oldest man on the ranch is Finlay Mackay, seventy-six, who has spent a quarter of a century on the Great Glen holding. Titled " Grieve of the Estate," Finlay is a treasure-house of ancient crofters' songs. These Gaelic songs have never been set down on paper and Finlay recently made recordings of them so that future generations of Scots folk should not be deprived of this traditional music.

It is a happy, thriving estate. Fort William has shown its appreciation of Mr. Hobbs' services to the locality by conferring on him the freedom of the municipality. In a land where each year there is a diminishing of population, Fort William stands out as the only Western Highland area where a population increase has been recorded.

NOSS BECOMES A NATURE RESERVE

The Small Island in the Shetlands is One of Five Recently Declared Nature Reserves

On left—
ONE OF THE MOST SPECTACULAR AREAS OF SHETLAND BECOMES A NATURE RESERVE : The Island of Noss is seen from Ander Hill, on the neighbouring and larger island of Bressay. In the middle distance is the anchorage, and on the skyline is seen the landward side of the Noup of Noss. The cliffs at this part of the tiny island rise to about 600 ft. and provide nestings for many birds. The declaration of the Noss Nature Reserve was made recently, when the Nature Conservancy announced the establishment of five new Nature Reserves, three in England and two in Scotland, and the addition of two further areas to Reserves.

THE LANDING-PLACE ON THE ISLE OF NOSS : The owner of Noss is Mr. N. O. M. Cameron of Garth; and, as in the past, intending visitors to the island should continue to ask his permission for the exercise of privileges. Applications for authority to undertake research or remove specimens should now be made to the Nature Conservancy in Edinburgh.

THE SHEPHERD'S COTTAGE IS THE ONLY SIGN OF HUMAN LIFE : This remote cottage, situated near the anchorage, is the home of the island's shepherd, the only person who lives on Noss. The island, although not far from its neighbour, is frequently cut off from Bressay.

A NARROW CHANNEL SEPARATES NOSS (LEFT) FROM ITS INACCESSIBLE HOLM : The chasm, with its steep, rugged cliffs, which separates the tiny holm from the southern end of the island, is about 60 ft. wide. The holm swarms with sea-birds during the breeding season.

Of the five new Nature Reserves established by the Nature Conservancy in September, Noss, one of the Shetland Isles, is perhaps the most interesting, certainly from an ornithological point of view. The island, which is owned by Mr. N. O. M. Cameron of Garth, is roughly 800 acres in extent, and consists mainly of rough moorland. Except for the shepherd who lives in the isolated cottage near the anchorage and cares for the island's sheep, it is uninhabited. Geologically, Noss exhibits striking erosion in sandstone and phyllites of the Old Red Sandstone age.

Noss is famous both for its spectacular scenery and for its ornithological life. The crannies and ledges of its cliffs, which on the east coast rise sheer to a height of 592 ft. at the Noup of Noss, are the nesting places of ever-increasing colonies of sea-birds. The tiny holm of Noss, which is separated from the Noup by a deep chasm, swarms with birds during the breeding season ; prominent among these are gannets, guillemots, fulmars, kittiwakes, puffins, razorbills, great black-backed gulls and herring gulls. Another of the breeding species is the eider duck, while the island's rugged moorland interior is the domicile of the great skua, or " bonxie " as the Shetlanders call this large, aggressive, piratical and eagle-like bird. The Royal Society for the Protection of Birds will continue to provide a warden, as before.

Although the Sound which divides Noss from Bressay is quite narrow, the tiny island is frequently cut off for several days. This is due to the strange and dangerous ways of wind and tide in these remote northern parts.

One of the other recently declared Nature Reserves is also in Shetland. This is the Hermaness Nature Reserve at Unst, which includes Muckle Flugga and the Outstack—the northernmost of all the British Isles—and which extends to 1,071 acres. The other three new reserves are at Roudsea Wood, ten miles west of Grange-over-Sands, Lancashire ; North Fen, two miles west of Windermere, Lancashire ; and Wybunbury Moss, three and a half miles south of Crewe, Cheshire. Two other reserves, Castor Hanglands, 4½ miles north-west of Peterborough, Northants, and Kingley Vale, 4 miles north-west of Chichester, Sussex, have been increased in area.

IN YARDS AND PORTS

New Ships Launched in England and Scotland; Laying the Keel of a New Liner; Small Ships Visit London; and a Week-end Cruise of the "Nautilus"

SIXTEEN MINESWEEPERS PAY A VISIT TO LONDON: They form one of the largest groups of ships of the Royal Navy ever to come up the Thames to the capital. This picture shows six of the ships in the outer basin of East India Dock. In the centre are *Clarbeston* (left) and *Coniston*. In the foreground are *Letterston* and *Alcaston*; and in the background are *Darlaston* and *Invermoriston*.

On right—

TROOPSHIP LAUNCHED ON THE CLYDE: The British India Steam Navigation Company's 21,000-ton *Nevasa*, is seen immediately after her launching from the Clydeholm yard of Barclay, Curle and Co. Ltd. The *Nevasa* has 500 cabins for officers, warrant officers and their families, and berths for 1,000 men on troop decks.

A NEW-TYPE FRIGATE LAUNCHED AT HEBBURN-ON-TYNE: H.M.S. *Llandaff*, one of the new aircraft direction frigates, takes the water after her launching from the yard of R. and W. Hawthorn Leslie and Co. Ltd. The naming ceremony was performed by Lady Mountbatten. This 1,800-ton ship, like the other three vessels in the Salisbury class, will have Diesel engines and highly developed electronic equipment.

THE WORLD'S FIRST ATOMIC SUBMARINE RETURNS TO PORT AFTER A WEEK-END CRUISE: U.S.S. *Nautilus* is seen approaching the harbour at Groton, Connecticut, after a week-end cruise with fourteen Naval and Atomic Energy Commission officials on board. The ship has now been at sea for 2,200 hours, 1,100 of which have been in submerged operations. In revealing that the submarine had completed 25,000 nautical miles of steaming without refuelling, Mr. Charles S. Thomas, the U.S. Naval Secretary, remarked that her performance had "far exceeded our expectations and marks the transition from steam to nuclear power in our navy." U.S.S. *Nautilus*, the world's first atomic-powered underwater craft, has a standard surface displacement of 3,180 tons. Her engine consists of a thermal reactor and water-coolant and geared turbines.

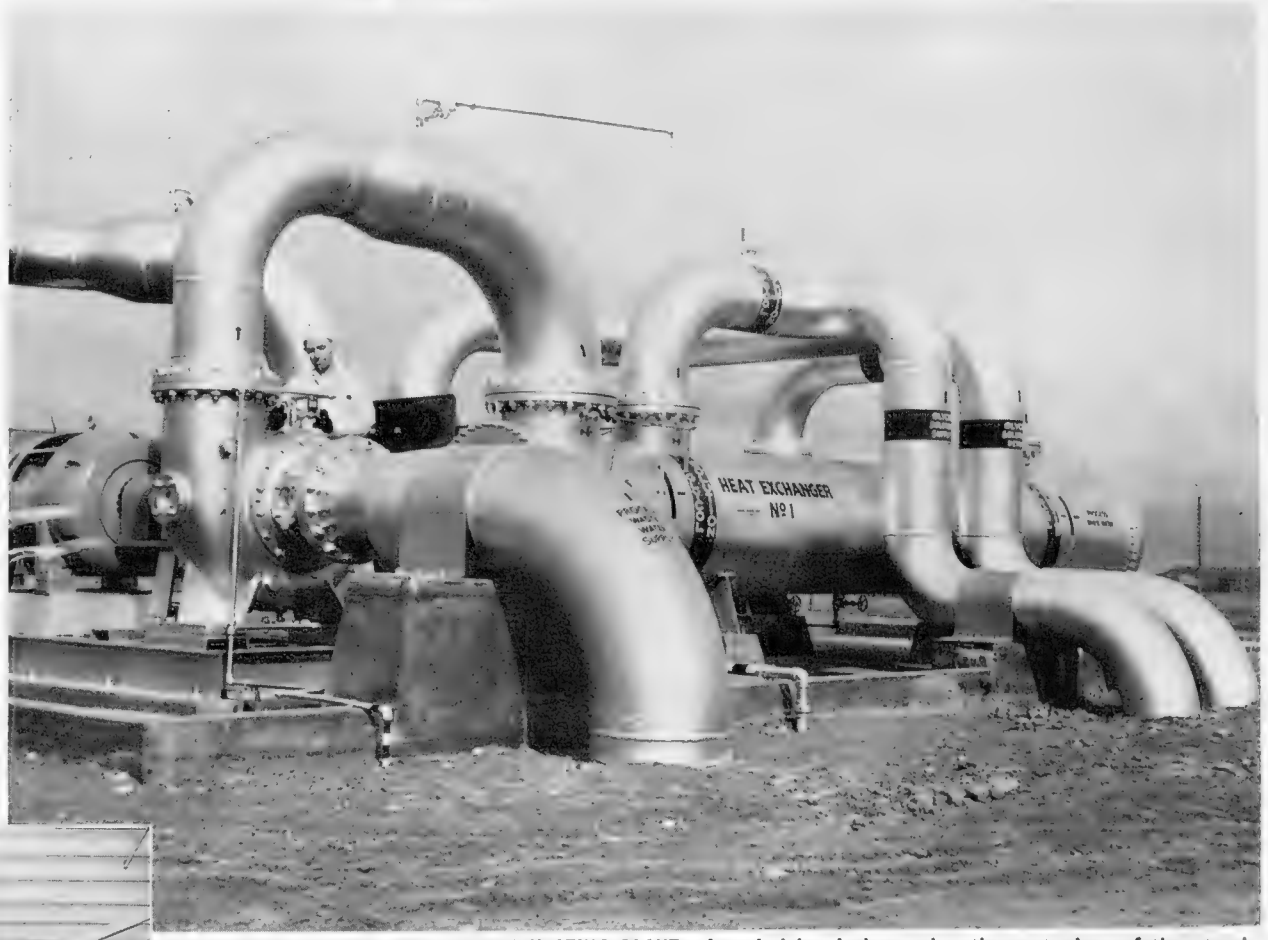
On left—

THE BIRTH OF A NEW UNION CASTLE LINER: The keel of the *Pendennis Castle*, a 28,000-ton liner for the Union Castle Line, is laid at Harland and Wolff's yard at Belfast. When completed the new ship will go into operation on the mail service between Southampton and South African ports. She will have an overall length of 748 ft. and be fitted with two masts and one funnel. Her size and power will correspond very closely to that of the *Edinburgh Castle*. When she joins the mail service the *Arundel Castle* will be withdrawn. Accommodation on the *Pendennis Castle* will be provided for about 700 passengers, and her cargo-carrying capacity will be about 600,000 cub. ft.

MAN'S INGENUITY

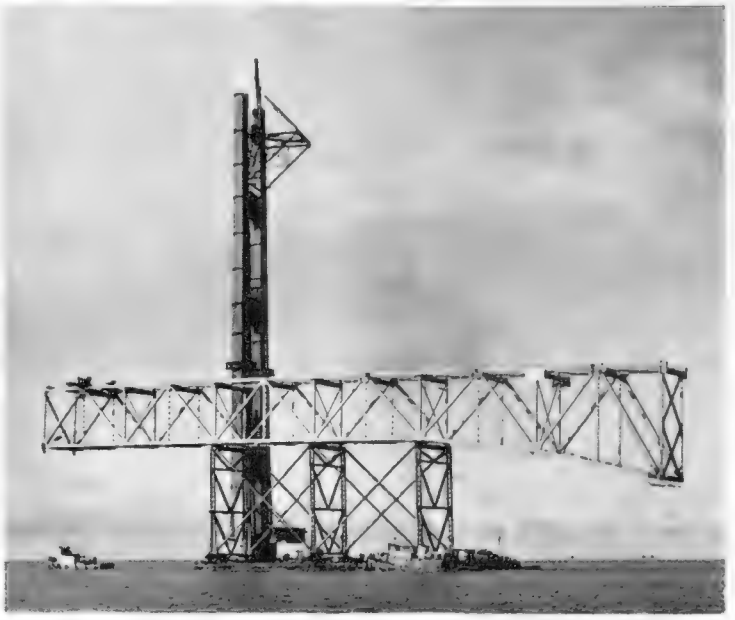
Central Heating from Atoms; a New Detector Against Submarines; the Largest Bridge and the Biggest Excavator

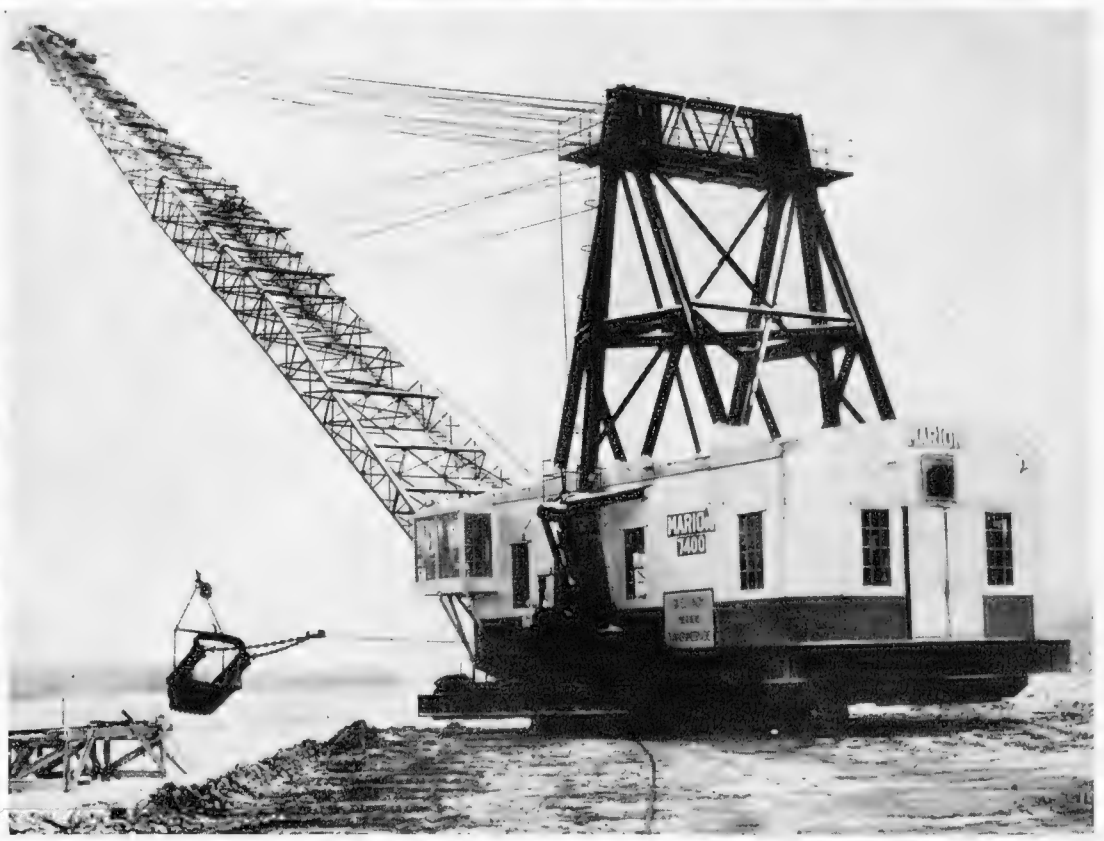
Below—
AN ANTI-SUBMARINE AIRCRAFT'S NEW DETECTION TAIL: These 20-ft. tails are being fitted to Lockheed Neptune P.2V-class aircraft. When one is attached to the afterbody of a Neptune, its mechanism gives great assistance in the spotting of submarines. Known as the Magnetic Anomaly Detector, it registers disturbances in the magnetic field. Therefore the presence of a submarine on the ocean bed must be recorded. The case for this huge obelisk is made entirely of plastic and other non-magnetic materials. Inside is the detecting equipment. It enables the crew of a Neptune to pinpoint precisely the position of an underwater raider. The Lockheed Company's 26 Neptune has the designation in the United States Navy of P.2V. It is also in service with the Royal Air Force and the Royal Australian Air Force. The latest version is a turbo-jet patrol bomber.



THE UNITED STATES' FIRST ATOMIC HEATING PLANT: A technician is inspecting the vast pipes of the atomic apparatus at Hanford, Washington. This supplies heat to the buildings housing the offices and laboratories of those engaged on nuclear research there. The cylinders of the heat exchanger shown here have been constructed outside the buildings. Water from the Columbia River is pumped through reactors necessary for the production of plutonium. Its purpose is to cool the reactors, but in doing so it absorbs immense quantities of heat and slight amounts of radio-activity. Therefore the water coming into the exchanger is both hot and radio-active. By various methods it is treated to transmit heat to the air-conditioning units of the buildings. The system cost over £210,000 to construct, but will save a great deal in fuel costs.

On right—
THE FIRST SPAN OF THE WORLD'S LARGEST BRIDGE: Comprising 750 tons of steel it is towed past one of the tower piers already sunk in Lake Michigan, U.S.A. This span is the first section of the bridge which is to cross the Straits of Mackinac—the narrow mouth of Lake Michigan—into Lake Huron. When it is completed it will be five miles long.





THE BIGGEST EXCAVATOR IN EUROPE: *Left*—This remarkable apparatus is at Gründforsbyn, in the north of Sweden. In the bucket, as can be seen, is sufficient space for a car to be placed comfortably. Alternatively, fifty people can be lifted in it. *Right*—The gigantic structure of this crane includes a cabin as big as a small house. The excavator is being employed on the construction of a new power plant. The machine, which costs about £250,000, saves a great deal of man-power.

THE CONTRASTING TASTES OF AN AGE—BAROQUE AND GOTHIC AT BURLINGTON HOUSE: A view from the Baroque Room in the Royal Academy Exhibition into the Gothic Room. In the foreground, below an Antwerp tapestry of about 1700, stands a William Kent mahogany writing-table. The same craftsman built the writing-table below the oval mirror, and the settee and stool next to it, below Jonathan Richardson's portrait of Vanbrugh. In the Gothic Room are mahogany chairs inspired by Horace Walpole's Strawberry Hill in the middle of the century. Their background is the *trompe l'œil* decoration of Gothic vaulting executed about 1770.

IN THE BAROQUE ROOM: The furniture includes (on left) a pair of carved and gilt oak armchairs by William Kent beside the same craftsman's side-table, on which stand a silver-gilt basin and ewer by Benjamin Pyne. The large painting is one of four in the room by Jacopo Amigoni, a reminder of the Italian influence on this early eighteenth-century style. The marble bust at right, by Michael Rysbrack, depicts the first Duke of Marlborough.

ENGLISH TASTE IN THE 18TH CENTURY

The Royal Academy Winter Exhibition at Burlington House Displays the Principal Styles of the Period, from Baroque to Neo-Classic

Of recent years the Winter Exhibition at the Royal Academy has been the means for assembling, in a few rooms, a unique collection of all that is best in one specific period or field of art. This year, once again, owners in this country, notably Her Majesty the Queen, have been unstinting in their loans to Burlington House. As a result, the exhibition of English Taste in the Eighteenth Century, which opened last week and closes on February 26, has given London yet another opportunity to learn and gain pleasure of the arts of the past in an unparalleled manner.

Mr. Ralph Edwards, one of the chief architects to the exhibition, confesses in his very distinguished Introduction to the catalogue, that the eighteenth century was an obvious choice. It has strong claims, he says, to be regarded as the golden age of English taste. Certainly it is the age which makes the most appeal to the taste of a large section of English opinion to-day. As the visitor to Burlington House walks through the seven rooms in which the exhibition is held, he will have much to envy and admire, and occasionally something at which to smile or shake his head.

The Baroque Rooms are dominated by the furniture of William Kent, set against the background of paintings by such Italians as Amigoni, one of the immigrant artists to whom the Baroque movement in England owes a great deal. Kent was perhaps the first English architect to build

(*Continued on following page*)

ROCOCO IN MID-CENTURY : Among the objects in this corner of one of the two Rococo Rooms at Burlington House are (from left) a mahogany cabinet attributed to William Vile, with Chelsea, Plymouth and Bow porcelain ; a marble bust of Handel by Roubiliac ; a mahogany kneehole writing-desk attributed to Chippendale ; and (extreme right) a mahogany writing-cabinet attributed to an immigrant craftsman, with ormolu mounts and metal inlay. The pair of Arabesque tapestries is by Joshua Morris.

MADE FOR QUEEN CHARLOTTE : This mahogany bureau in the rococo section was made by William Vile in 1761. It contains six pieces of Worcester porcelain, and is flanked by a pair of carved and gilt girandoles after a Chippendale design.

ENGLISH TASTE IN THE EIGHTEENTH CENTURY

(*Continued from previous page*)

furniture to match his houses ; the baroque period was fortunate in that there were enough craftsmen in England who could likewise fill the Palladian houses of the period with the furniture that they needed.

Just as Kent epitomised the baroque period, so did Chippendale dominate the rococo period that followed in the middle of the century. The examples at Burlington House, however, show William Vile to have been at least as outstanding a designer. With this period went some of the best work of the English porcelain makers, of Chelsea and of Worcester.

The neo-Classic period belonged to Robert Adam, though Chippendale was not slow to move with the times. The furniture of this period was set off by the pottery of Josiah Wedgwood and the paintings of Benjamin West and Angelica Kauffmann. Oddly enough, there are no examples of the work of Hepplewhite or Sheraton, though both belonged to the period, and worked in close co-operation with the leaders of the neo-Classic movement.

The Chinoiserie and Gothic Rooms serve to complete the picture of the best—and the most eccentric—of English taste during the reign of the first three Georges and of the Regency. Though both these tastes were in their hey-day during the rococo period, their adherents were in evidence both much earlier and much later.

The Chinese taste came about through the fact that ships of the East India Company were bringing Oriental furniture and works of art to this country just at a time when the rococo houses were able to accommodate them. Eighteenth-century Gothic is for ever associated with Horace Walpole and Strawberry Hill. Yet the outstanding exhibit in the Gothic Room is the *trompe-l'œil* painting of cathedral vaulting by the Corfu artist, Roma, for the Roman Catholic chapel at The Vyne.

The exhibition at Burlington House not merely recaptures the spirit of the Age of Elegance. It points the way to the trends of later periods ; for many, indeed, it will teach lessons which can be applied in the future.

On right—

ROCOCO FOR A QUEEN : In the centre of the section stands the mahogany bookcase made by the firm of Vile and Cobb for Queen Charlotte in 1762. It contains period porcelain, mainly Chelsea. Like many of the exhibits in the Royal Academy Exhibition, the bookcase is lent by Her Majesty the Queen. The silver-gilt cup and salver in front belong to the Mansion House plate. The two busts are by Roubiliac, the tapestries by Joshua Morris.

THE NEO-CLASSICISM TOWARDS THE END OF THE EIGHTEENTH CENTURY : The paintings are by George Romney, Angelica Kauffmann, and Benjamin West. The sideboard, with its pedestals and urns, was designed by Robert Adam for 20, St. James's Square. The rosewood wine-cooler in front of the sideboard was also probably designed by Robert Adam, and was made by Chippendale. On the sideboard itself are pairs of blue-john and ormolu ewers and candelabra with mounts by Mathew Boulton.

AN EXCURSION INTO THE EAST—THE TASTE FOR CHINOISERIE IN THE MIDDLE OF THE CENTURY : In the centre of this section of the room devoted to the vogue for Oriental furnishings is the large cabinet and stand lent by Viscount Leverhulme. It contains 100 drawers, each made of a different kind of wood. The furniture, the clocks, the tapestries, even the porcelain is in "Chinese Taste." The craze for Chinoiserie lasted from about 1750 to 1765, and was encouraged by the cargoes of East India ships and the new rococo style.

AT THE END OF A DISPLAY OF ENGLISH TASTE—THE NEO-CLASSIC STYLE : On the floor of this section of the neo-Classic Room is the Moorfields Carpet, which was designed in 1769 for the Red Drawing-Room at Syon House. It has been described as the nearest approach to perfection in contemporary style. Around the walls are canvas panels painted by James "Athenian" Stuart for Ashburnham Place. The portrait in the centre of the end wall is by Gavin Hamilton. It depicts Ensign John Moore, the future hero of Corunna, on the Grand Tour, at the age of eleven, with his father, who was acting as medical attendant to the young Duke of Hamilton, in the centre of the picture. Other paintings in this picture are by James Barry, Nathaniel Dance, and Angelica Kauffmann ; the bust is by Nollekens. The Winter Exhibition of the Royal Academy is open until the end of next February.

THE LIMESTONE QUARRY AT BERRY HEAD, AT THE WESTERN END OF TOR BAY, IN DEVON : A PROPOSAL TO EXTEND IT IS BEING STRONGLY OPPOSED. A representative of the Berry Head Lime and Stone Company Limited, who have applied for approval to add 15 acres to the present quarry, has stated that limestone of comparable quality is only obtainable in two other areas of Britain—in North Wales and in Derbyshire. He added that his company would limit blasting to specified times on week-days and would make every effort to limit dust. Devon County Council support the application because of the rarity of this type of limestone and because refusal might involve heavy compensation. Brixham Urban Council, with national and local organisations, oppose the expansion on amenity grounds. The area concerned is of outstanding natural beauty.

BIRMINGHAM SEES LONDON : Mr. W. G. Fiske, Chairman of the L.C.C. Housing Committee, shows a model of the London County Council's estate at Wandsworth to members of the House Building Committee of the Birmingham Corporation, before they made a tour of L.C.C. Housing estates. Standing on Mr. Fiske's right are Alderman H. Watton (wearing spectacles), and Alderman A. F. Bradbeer, J.P., who is Chairman of the Birmingham House Building Committee.

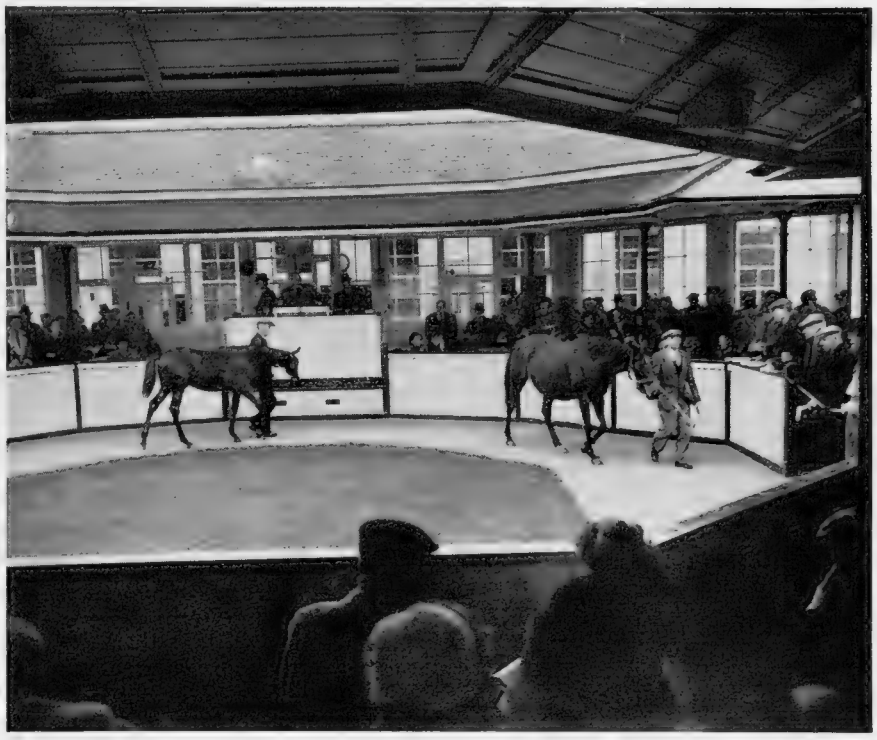
THE FRENCH CHIEF OF AIR STAFF VISITS THE R.A.F. : General Paul Bailly inspects the R.A.F. guard of honour on his arrival at Northolt for his official two-day visit to the R.A.F. last week. Behind General Bailly is Marshal of the Royal Air Force Sir William Dickson.

THE HOME NEWS IN PICTURES

Protection of Beauty Spots; New Buildings; the Newmarket Sales; and Airliners for Export, are Among the Latest News Pictures

SKYSCRAPER FLATS IN THE CITY OF LONDON : This block, containing 340 flats, is under construction for the Corporation of the City of London on a site between Golden Lane and Aldersgate Street, E.C.1. Part of the building is of three stories, with an outside staircase. Behind it towers the section which will be fifteen stories high.

THE NEW BUILDING OF THE NORTH-WEST KENT COLLEGE OF TECHNOLOGY IN MISTIN ROAD, DARTFORD, KENT : This handsome modern building, in which the latest techniques have been used, was opened recently by the Duchess of Kent. Among the most striking features are the large windows and the movable interior walls, which enable the sizes of classrooms and laboratories to be varied according to the needs of the moment. The College has been planned to meet the needs of local industries. Students will have the latest apparatus and highly qualified instructors. Principal industries of North-West Kent include mechanical, civil, electrical and automobile engineering; cement; paper-making; chemicals; and flour-milling. On the fringes, agriculture and horticulture engage many workers. All these will be catered for in the new College of Technology.



THE BIGGEST BLOODSTOCK SALES OF THE YEAR IN ENGLAND : *Left*—Horses are led round the paddock on one of the days of the December Bloodstock Sales at Newmarket last week. *Right*—The bay colt foal (left), by Tulyar out of China Bay, caused a surprise. He was sent up by the Ballydoyle Stud and failed to reach his reserve. He was led out unsold after being run up to 6,200 guineas. Later, the foal was bought privately for 5,250 guineas and will be sent to America. One of the best prices paid was £10,000 for the two-year-old filly, Weeber. This was given by the Californian racehorse owner, Mr. R. Ellsworth, who also bought a number of other fillies and mares. On the fourth day of the Sales the highlight was the selling of Major Holliday's Chatsworth, winner of the Great Jubilee Handicap and two Manchester cups. The British Bloodstock Agency gave 10,500 guineas for him. The purchase was made for a New Zealander, Mr. J. C. Fletcher, who owns the Alton Lodge Stud at Auckland. On the same day Mrs. R. Lunn, the Californian breeder, bid 9,400 guineas for Noon Patrol, a nine-year-old Hyperion mare. After 42 hours of selling, 716 horses had changed hands for a total of 644,911 guineas.

On left—

REMOVING THE SCARS OF WAR FROM A SOUTH WALES BEAUTY SPOT : Pneumatic drills are used to break up the concrete gun emplacements at The Mumbles, near Swansea. In the background is beautiful Bracelet Bay.

DISP SING OF A MINE WHICH WAS CAUGHT IN THE TRAWL OF A FRENCH ISHING BOAT OFF NEWLYN, CORNWALL : A mine disposal squad rom H.M.S. *Defiance* removes the detonator from the mine, vatched by the crew of the *Belle Groisilone*. The trawler was vorking on the Smalls fishing ground, in the Bristol Channel, vhen the mine became entangled in one of the nets. She was ot allowed into Newlyn harbour in case of danger to shipping ut anchored until help came from the Plymouth Naval Depot.

OLYMPIC SKIERS LEAVE FOR TRAINING IN FRANCE : Mr. Robin Brock-Hollinshead, Mrs. Jean Stanford and Mr. John Torrens are seen at Ferryfield Airport before flying to France for intensive ski-training for the coming Olympic Games. The Winter Games are to be held at Cortina D'Ampezzo, in the Eastern Dolomites of Northern Italy, from January 26 to February 5 of next year. In 1960, Italy will again be Olympics host country, when the Games proper will be held in Rome.

VISCOUNT AIRLINERS FOR THE UNITED STATES : In the factory of Messrs. Vickers-Armstrongs at Hurn Airport, near Bournemouth, Hampshire, a line of Viscount 700 series medium-range turbo-prop airliners nears completion. They are part of an order for sixty of these aircraft for Capital Airlines of America, which was the first airline in the United States to put turbo-prop aircraft into service, having had three Viscounts operating since last August. As the new airliners are completed they will be flown across the Atlantic. Recently New Zealand National Airways have ordered three of the Viscount 800 series, airliners capable of carrying more passengers or freight but with a shorter range. Australia, France and Canada are among other countries in which airlines use Viscounts. The 4,000th flight by Viscounts between Canada and New York was made last week.

ST. COLUMBA'S IS OPEN AGAIN

London's Scottish Church in Pont Street has been Rebuilt after War-time Damage

Modern designs and contemporary fittings are the features of the rebuilt Scottish Church of St. Columba, in Pont Street, Knightsbridge, London. The old building was destroyed by bombs in 1941 and the new church is the work of architect Sir Edward Maufe, R.A. It was dedicated last Sunday by the Moderator of the Church of Scotland.

The new church is in Portland stone. It has been built over the shell of the old building which will now form the crypt, and like the old church has a tower at one corner. Over the main entrance door is a statue of St. Columba carved by Vernon Hill. Inside, light is a main feature. Many windows, with clear glass, have been installed and there is one stained-glass rose window over the Sanctuary. It is the work of Miss Moira Forsyth, and bears the symbolic cross of St. Andrew. The electric lighting arrangements are the design of Sir Edward Maufe. At the far end of the church, behind the Holy Table, a huge cross is set against a rich back-cloth of blue and gold damask.

In the south-west corner of the church, close to the chancel, is the memorial chapel for the London Scottish Regiment, of which the Queen Mother is Colonel-in-Chief. It will be dedicated at a later date and will have its own memorial transept. The battle honours of the Regiment will be inscribed on the stone reveals of the lancet windows, and memorial books containing the names of the fallen will be displayed in the chapel.

The cost of the new church (including the organ) has been £284,000, of which £82,000 is provided by war damage compensation. Two appeals have been made to cover the rest of the cost. The first one was made in 1944 when nearly £200,000 was collected. Six months ago another appeal was made and the church authorities now require about £8,000. The Minister of St. Columba's is Dr. R. F. V. Scott, the Moderator-designate of the Church of Scotland.

ST. COLUMBA'S CHURCH: It occupies the site from Pont Street on the east round to Lennox Gardens on the west.

LOOKING TOWARDS THE SANCTUARY INSIDE THE NEW CHURCH OF ST. COLUMBA IN PONT STREET, KNIGHTSBRIDGE: Dedicated last Sunday by Professor G. D. Henderson, the Moderator of the Church of Scotland, the church replaces the building which was destroyed by enemy bombing in 1941. The new church, which has been built over the shell of the old building, was designed by Sir Edward Maufe, R.A. The Queen Mother, who had laid the foundation-stone in 1950, was unable to attend the dedication.

THE MEMORIAL CHAPEL FOR THE LONDON SCOTTISH REGIMENT: It is by the side of the chancel in the south-west corner of the building. The chapel, which has its own memorial transept, will be dedicated at a later date. The reconstruction work at St. Columba's has been carried out by Dove Bros., of Islington.

THE ARCHITECT OF THE NEW CHURCH: Sir Edward Maufe is seen standing by coloured shields bearing the arms of three Scottish counties. They are Caithness, Moray and Orkney. The shields, together with several others, adorn the walls of the church.

On left—
LOOKING ACROSS THE CHANCEL TOWARDS THE MODERN-STYLE PULPIT: Over the pulpit is the sounding-board. In the right foreground is part of the font and just beyond this is the lectern, decorated with the traditional eagle. In the centre is the Holy Table. (This picture was taken before the chairs for the Minister and the Elders had been placed behind it.) The pews in the church are of Scottish oak.

RESTORATIONS AT ETON COLLEGE

Renovation is in Progress and some Work is Completed on the Buildings

Work began last year on an extensive restoration programme at Eton College. The first buildings of the King's College of Our Lady beside the Thames were begun in the fifteenth century under a charter from the pious King Henry VI, and many others were added in the immediately ensuing centuries. Therefore it is inevitable that time should have caused decay. And to this deterioration of the fabric, death-watch beetle and dry rot have added their ravages.

The Eton College Appeal Fund is responsible for finding the considerable sums required, to which the Dulverton Trustees last year made a contribution of £20,000. To date, among the buildings restored have been the Chapel and Upper School, and the seventeenth-century Savile House has been rebuilt. The renovation of the cloisters nears completion and should be finished entirely by next Easter. New pillars and arches are gradually being built and the walls have been fully repaired. The original stone, believed to be some sort of Clunch, is being replaced by Clipsham. In School Yard scaffolding now surrounds Lupton's Tower and the long structure of the Election Hall beneath it.

All the renovations and restorations will keep the College's old appearance. This is only fitting in the school which more than any other has contributed, through its ex-pupils, to the story of the development of the British people.

THE RESTORATION OF LUPTON'S TOWER : Scaffolding runs up to one of the bell turrets in School Yard. Parts of the lead roof of the tower are also being replaced. The renovations to the fabric of Eton College, have been in progress for some months.

WORK COMPLETED ON THE CLOISTERS : The stonework in the walls and arches has been replaced. This is the part of the cloisters where restoration has now been finished. The renovation in the cloisters willl be completed by next Easter.

THE ELECTION HALL : It runs from the right of the picture, with Lupton's Tower above it. Dry rot and death-watch beetle have added considerably to the decay natural in the brick and stonework of many of the old buildings of Eton.

A BELL TURRET : One of the two turrets on the top of Lupton's Tower, its repair and restoration is now nearly completed.

GUTTERING 220 YEARS OLD : This drain-pipe head on the guttering of Lupton's Tower is dated 1735

THE NEW REPLACING THE OLD : In the cloisters these pillars are new, but work on the arches has still to be carried out. The cost of the restorations is being borne by the College Appeal Fund. The Dulverton Trustees have contributed £20,000.

MUCH ADO ABOUT THE "MYSTERY CAR"

There has been much Guessing Over Mr. Harry Ferguson's "Road Transport Inventions"; Lord Brabazon Speaks Out; And Other News of the Motoring World

By "THE SPHERE" MOTORING CORRESPONDENT

BETWEEN them, seventy-one-year-old Mr. Harry Ferguson and Sir Miles Thomas, chairman of British Overseas Airways, have been causing quite a stir in the motoring world.

Sir Miles, who used to be Lord Nuffield's right-hand man in the motor industry, has joined the board of the Ferguson Research Company in a "part-time, advisory, non-executive" capacity. He has done this with the approval of Mr. John Boyd-Carpenter, Minister of Transport and Civil Aviation, in order to help Mr. Ferguson with what the Irish inventor calls his "road transport inventions."

Details of these are being kept secret. Even in his approaches to top men in the motor industry with a view to getting them to build a car incorporating his allegedly revolutionary ideas, Mr. Ferguson has apparently been unwilling to take more than a few people into his full confidence.

One thing, however, is clear. Mr. Ferguson is not out to build a "people's car" in the usual sense of the term. He is trying to sell a new motoring formula rather than a particular kind of car. For his "road transport inventions," covering transmission, suspension, brakes and other mechanical features, can be applied to almost any kind of vehicle, from a small family runabout to a heavy military vehicle.

Since Sir Miles Thomas's latest move was announced there has been much guessing over Mr. Ferguson's ideas. But the only thing that is certain is that the central theme is a fluid transmission system which also incorporates the brakes. It is believed that in Mr. Ferguson's concept the engine drives a high-pressure oil pump which transmits power to the road wheels through a series of turbines which can provide four-wheel-drive when desired.

It is probable that braking is effected by reversing the flow of the propulsive fluid. However it is done, both Sir Miles and Mr. Ferguson have personally told me that the Ferguson system offers a form of braking which is considerably safer than that available on most cars to-day.

It would seem that as far as the much-publicised Ferguson "mystery car" is concerned, history is repeating itself. In trying to sell a new motoring formula, rather than a particular kind of car, Mr. Ferguson is following the pattern he adopted for his lightweight tractor. In "selling" that tractor he was really selling a new system of farming.

He could have built the tractor himself, but didn't. He could build his own cars, but won't. For one thing, he will be much happier sitting back collecting royalties, even though this non-drinking, non-smoking Ulsterman is not very much concerned about money.

Furthermore, it would take years to build his own factory, recruit the necessary technicians and workpeople, obtain the necessary machine tools and work up to a production rate that would enable him to market his cars at a competitive price.

The British motor industry has often been accused of being too conservative in its approach to design problems. Is this weakness the reason for its apparent apathy towards Mr. Ferguson's ideas?

Latest influential critic of our big car firms is seventy-one-year-old Lord Brabazon of Tara, a pioneer in both motoring and aviation. Surrounded by motor industry big-shots at a Dorchester lunch of the Motor Industry Research Association, Lord Brabazon said the advances made in aviation in the last fifty years were immeasurably greater than those made in the world of motoring.

He told Britain's car builders that they must start all over again if they were to take full advantage of the new world market that had opened up for them by a widespread demand for cheap personal transportation.

"Brab" drew a sharp distinction between transportation and motoring. He said Britain builds better cars than any other country. "They give magnificent motoring," he said. "But what we have to remember is that for every man who wants a motor-car there are fifty people in the world who are hungry for transportation, if they could get it at the right price."

It was no good, said his lordship, to produce miniature versions of big cars. That was the wrong approach. Lord Brabazon took good care not to mention the Volkswagen or make reference to a "people's car." But he must have had the German car in mind, as well as France's stark little Citroen, when he said: "Never mind what the car looks like, or the noise it makes, as long as it will take you from one place to another. Don't be afraid of your product, whatever it looks like. It may offend the old pundits, but to hell with them!"

Lord Brabazon was responding to the toast of the guests. In doing so he also made an interesting suggestion concerning the Research Association's proving ground at Lindley, near Nuneaton. He would like to see the boffins there work out some kind of standard road test to which all new British models could be subjected. This, he argued, would be a valuable yardstick by which to compare the relative merits of various cars in regard to acceleration, suspension, braking, steering, dust-proofing and much else besides.

Somehow I can't see this coming about. There would have to be full agreement among members of the Association and I know one or two firms who would hold out against an innovation of this kind.

My reference just now to the motor industry's reactionary tendencies reminded me of the unhappy news about the new car that Mr. Alex Issigonis has designed for Alvis. This car has a V8 engine of just over three litres and so many revolutionary features that I am told it would have caused almost as great a stir as the new French Citroen had it been put into production.

Unfortunately, Alvis, who are busy with aero engines and armoured fighting vehicles, have decided it would be too expensive to tool-up for their new car project. The capital cost involved, they say, is now three times what it was when they conceived the idea. So the prototype which has been on test for some twelve months has been cocooned, and Mr. Issigonis has joined the British Motor Corporation.

In doing so he has gone back to his spiritual home, for did he not play a leading part in the evolution of the Morris Minor?—a classic design if ever there was one. What he will do with B.M.C. is anybody's guess. Some say he will be made responsible for a successor to the Minor (though I have heard that a Minor replacement is well on the way already). Others suggest that his talents could be more usefully applied to the Riley and M.G. programmes.

Mr. E. Y. Bannard, Principal of the Transport Ministry's Road Safety Division, said in London the other day that we may expect news, shortly, of a scheme for an "honours degree" in motoring.

Speaking at a gathering of the Roadfarers' Club, Mr. Bannard said the idea was to have a voluntary driving examination of a more advanced nature than the ordinary "L" test.

It is suggested that if such a test were introduced, motorists who pass should be made honorary members of some kind of institute of motoring and be allowed to display a special badge on their cars.

It was good to get details of the proposed new St. Albans by-pass, which, with a total length of more than 16 miles, will be the longest in the country. But how much more exciting it would be if we saw a little more actual activity with bulldozer and grader—or even with picks and shovels!

So far there has been nothing but talk about these long-overdue road schemes. So many formalities are involved that the new highways seem years off. Oh for a Minister of Roads; a benevolent despot with money to spend and powers to get on with the job!

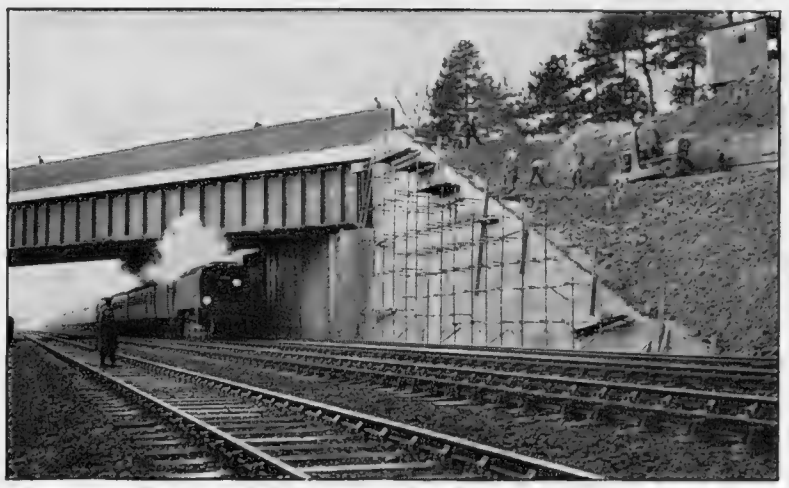
Nothing but expensive engineering will relieve our road congestion. The St. Albans project should help greatly by taking a lot of traffic away from A5 and A6—those vital traffic arteries which cross the very centre of the cathedral town. It will go from the Watford By-pass up to Pepperstock Junction, south of Luton. It will have five two-level junctions, or fly-overs, and the whole scheme will cost £5,500,000.

In London the other day there was a demonstration of an ingenious new auxiliary carburetter, designed to give easy starting in the coldest weather. The idea has been patented by Mr. Francis Catt, a fifty-six-year-old London engineer, who says that in addition to giving a quick start his device prevents cylinder wear by helping to preserve the protective film of oil on the cylinder walls.

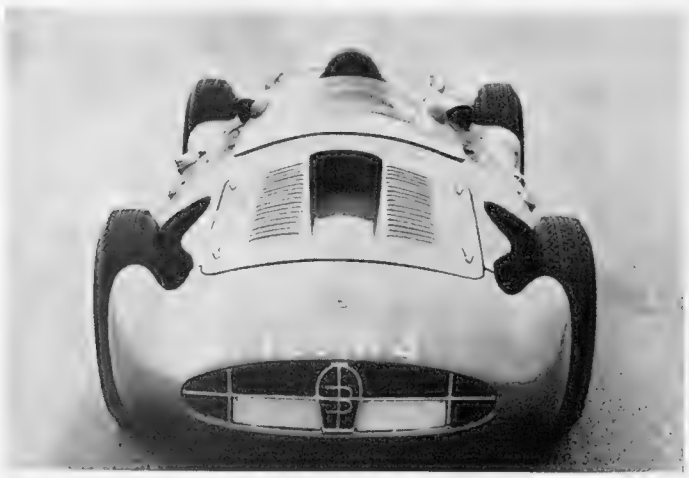
The Catt carburetter consists of an open metal saucer fitted under the bonnet and into which you pour some petrol from a can. As the engine turns over under the influence of the starter motor petrol and air are sucked through a filter consisting of two thicknesses of ordinary towelling.

The mixture, says Mr. Catt, turns into dry gas, on which the engine readily starts without using the choke at all. He thinks the auxiliary carburetter will cost about £7, plus another 10s. for fixing. Sounds a good idea, but the equipment looks a bit cumbersome.

AN AID FOR MOTORISTS TO THE WEST COUNTRY—A NEW BRIDGE ON THE A 30 TRUNK ROAD: It crosses the railway at Hook, Hampshire, and is now nearing completion. The bridge, which incorporates the largest all-welded steel-plated girders ever used for bridge construction in the United Kingdom, cost £150,000. It is 45 ft. wide and will take much heavier loads than the old 24-ft.-wide bridge.



THE NEW BRIDGE SEEN FROM THE RAILWAY: At this point the trunk road from London to Penzance crosses the main line from London to the West of England.



A NEW BUGATTI MAKES ITS DEBUT IN THE MOTOR-RACING WORLD: A head-on view of the prototype of the new Bugatti "251" racing car which recently reached a speed of 161.5 m.p.h. during a trial run at the Strasbourg-Entzheim airport. At the wheel was Pierre Marco, Director-General of the firm. Details of this French-built 2,500-cc. car are still withheld.

It's a strenuous game!

Tensely following every twist and brilliant manoeuvre, we onlookers too, share in our way the rigours of the game. It's a good thing that the lunch-basket contained supplies of coffee, alerting brain and nerve, fitting us to play a keenly appreciative part. So much the better that it was Nescafé. For Nescafé always ensures perfectly-made coffee, full of stimulating, roaster-fresh goodness.

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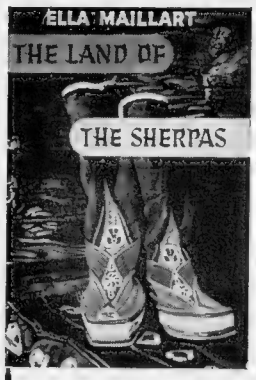

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THE TRUMAN MEMOIRS

The Former President's First Volume ; the Biography of a Great Liberal ; Essays and a Diary ; The Abominable Snowman ; Short Stories and Novels

YEAR OF DECISIONS (Hodder and Stoughton. 30s.) is the first volume of Mr. Harry S. Truman's memoirs, and covers the first months of his Presidency, from Franklin Roosevelt's death in 1945, through the decision to use the atom bomb, the end of the war in both the Western and Eastern spheres and the Potsdam Conference. It was at the latter, incidentally, that a General Election in this country meant that Great Britain was represented at first by Churchill and Eden and, after a two-day pause, by Attlee and Bevin ; "a dramatic demonstration," writes Mr. Truman, "of the stable and peaceful way in which a democracy changes its Government."

Naturally the affairs treated in this book are of high political significance, though not always of the same importance, a fact which is underlined by the ex-President's homely style in letter-writing, as when he quotes from a letter to his mother and sister about his unconventional Secretary of Commerce, Henry Wallace. "Well, I had to fire Henry to-day," he wrote, "and of course I hated to do it." But if his simplicity of approach in family circles is evident, so is his shrewdness, his political courage and the genuineness of his reporting of events.

Mr. James Pope-Hennessy has called his admirable biography of Lord Crewe : The Likeness of a Liberal, and it is of liberalism in its great days, the early years of this century, that he writes. LORD CREWE (Constable. 21s.) is a study of a man whose life was spent in high office. He was Lord-Lieutenant of Ireland at the age of thirty-four and held a string of other posts including the Lord Presidency of the Council and the office of Lord Privy Seal, but it was nevertheless in his capacity as adviser and confidant behind the scenes that his real power lay. As the friend and adviser of Edward VII and George V his was an unique position among the statesmen of his time. Lord Samuel has written of him that he had "an almost uncanny soundness of judgement." I found Mr. Pope-Hennessy's biography absorbing reading, not least for its penetration, and for the elegant simplicity of its style.

ALL IN DUE TIME (Rupert Hart-Davis. 15s.) is a collection of the essays and broadcasts of Humphrey House, who died while still in early middle age this spring. He was before all a scholar, a man of immense learning, a Fellow of Wadham College and a considerable authority on nineteenth-century literature, whether represented by Coleridge, by Dickens or by Gerard Manley Hopkins. At the time of his death Mr. House was engaged, among other tasks, in the monumental business of editing a comprehensive collection of Dickens' letters. The present book, prepared with care and taste by the publisher who is also his literary executor, is extremely rewarding, whether on the subject of Shelley, or Barnard Castle, or Charles Darwin, and should prove *par excellence* one of those books to keep by one for occasional reading, and re-reading.

Not so with FRED BASON'S THIRD DIARY (André Deutsch. 10s. 6d.), which practically demands to be read at one sitting, and enjoyed for its sometimes disingenuous gems. It is impossible not to find Mr. Bason engaging. There are occasions, of course, when the most friendly reader might feel that in conversation Mr. Bason might be, if not more articulate, more exact. But that is a quibble, and if the author wants to play himself down in foibles of recorded speech, we, the readers, are only interested in the splendid vitality which has transformed Mr. Bason's particular bit of Walworth into a true cockney's appreciation of the greatest city in the world. I could give you a list of the notables who have responded to Mr. Bason's feeling for life and London : Mrs. Belloc Lowndes—"a dear old lady, so chatty" ; Edgar Wallace—"Here is a *nice* celebrity" ; or Alexander Woollcott—"a touchy old so and so," but nothing would convey the essence of this disarming but far from naïve volume except a close reading of it.

When Brigadier Sir John Hunt writes that he believes in Sherpas, as the salt of the earth, and that he believes in the Yeti—or Abominable Snowman—"I have seen his tracks, heard his yelping call," it is scarcely surprising that his foreword to THE SHERPA AND THE SNOWMAN (Hollis and Carter. 18s.) should carry great weight. Mr. Charles Stonor, its author, and its photographer, was a member of an expedition which set out to discover a snowman in the Himalaya, and although their object was not achieved, they made a real contribution to natural history.

This week's novels are serious, but then that is the spirit of the times, and the rare novels of wit and disciplined humour are as uncommon as asphodel. This, be it remarked, is comment and not criticism. THE PACK (Heinemann. 13s. 6d.) is a surgeon's novel

DR. ROGER BANNISTER TELLS THE STORY OF HIS GREAT RUN : He is seen (extreme right) discussing his book *First Four Minutes* (Putnam. 15s.) which is held by racing motorist Stirling Moss, during a Foyles Literary Luncheon at the Royal Festival Hall, London. Looking on are C. B. Fry (left) and Mrs. Bannister.

about a surgeon's dilemma. The setting is a North Country hospital, the problem a finely balanced question of honour, and the writing, as well as the experienced good sense, is praiseworthy indeed. Mr. John Rowan Wilson is, beyond the shadow of a doubt, a medical man turned writer in the great tradition.

A PLACE OF COOLNESS (Peter Davies. 12s. 6d.) explores the not very impenetrable mystery of a young writer, lonely and disillusioned in friendship, who adopts the Roman Catholic faith and, with a singular lack of sensibility, abandons his mistress with no warning, to join a religious order. D. M. Brosia, who has written this tale, may have a readable way with him, or her, but to many readers the principal impression retained will be of a smug and far from heroic grasp at security.

The theme of FAITHFUL ARE THE WOUNDS (Gollancz. 12s. 6d.) could be said to have a universal application since this is the story of a Harvard professor who commits suicide because, it seems, the press of life makes his existence intolerable. It is written with both delicacy and strength and shows Miss May Sarton as the poet, as well as the novelist she is.

THE PRIMROSE PATH (Longmans. 12s. 6d.) deals with a young Englishman, harmless and even likable, who has done his national service, installed himself in a City office and lives in a mildly hedonistic way between his working routine and his Belgravian leisure. The kind of young man, in fact, who, in the instance made by Mr. Peter Forster, can touch disaster if he is without some kind of affectionate guidance. Written with a kind of cheerful compassion.

The next two novels are of far-away places and places that, to most of us, are exotic. THE GOLDEN VALLEY (Cassell. 10s. 6d.) is Mr. Frank O'Grady's story of Australian pioneers in the early nineteenth century—when men who wished to make a living and a homestead for themselves in New South Wales were assigned convict labour to help them. Not all of those who were deported from England were criminal types, and, in this novel, it is an Irishman, a political rebel, who is a successful settler. Lively stuff, and obviously written from a source of knowledge as well as sympathy.

Mr. Edgar Mittelholzer, with MY BONES AND MY FLUTE (Secker and Warburg. 12s. 6d.), has returned to the setting of British Guiana which he has used in earlier stories, but has written this time what he calls a ghost story in the old-fashioned manner. It gives one, as one of the vanished race of housemaids might have said, the fair creeps.

When Mr. T. O. Beachcroft writes one of his shapely short stories it is just as apt to deal with a dog, or a cat, or a donkey as any tiresome biped, and, as it has been said, these excellent animals are not the sort of people who would bring libel actions. GOODBYE AUNT HESTER (Bodley Head. 12s. 6d.) is a collection of a number of stories in the course of which, I must add, the human beings stand up quite well to the animal competition, and add up to an immensely readable, as well as peculiarly sensitive, body of work.

There are two books for the thriller list, of which the first and best is THE DEADLY CLIMATE (Eyre and Spottiswoode. 10s. 6d.). Miss Ursula Curtiss has more than a knack—almost a genius—for creating atmospheres of tension, suspicion and downright fear. I remember her last essay in this manner, *The Iron Cobweb*, which was a real chill-inducer, and the new book, set in the polite Massachusetts countryside but filled with death and danger, is just as recommendable.

CORK AND THE SERPENT (Michael Joseph. 10s. 6d.) is Mr. Macdonald Hastings' new instalment of the adventures of his pet sleuth, a mannerly and reticent gentleman who is the head of a vast insurance company but also manifests himself from time to time as an unofficial detective. Amusing and inventive, with many unlikely ingredients from cobras to Buckingham Palace parties.

SELECTED WORKS OF SACHEVERELL SITWELL (Robert Hale. 24s.) *is a collection of essays which includes a reprint of* La Vie Parisienne, "*a tribute to Offenbach.*" *The illustrations are from old prints.*

GEOLOGY AND OURSELVES (Hutchinson. 21s.), *by F. H. Edmunds, is intended to show the importance of geology in our everyday lives. It is pointed out that it is for those unversed, or but little versed, in the subject. The book is illustrated with diagrams and photographs.*

GREAT HORSES OF THE YEAR (Macgibbon and Kee. 21s.) *is an account in pictures and words by Baron and Clive Graham of equine history and records for* 1955-56. *There are over* 100 *pictures.*

LIVING MAMMALS OF THE WORLD (Hamish Hamilton. 3 guineas) *is an encyclopædic work by Ivan T. Sanderson which brings together in one profusely illustrated volume details of thousands of varieties of living mammals.*

EDWARDIAN POMPS

An Anthology of 50 Years Ago

As one grows older, it is inevitable that nostalgia should become more of a pleasure. Those who can look back to the early years of the century will find special delight in THE AGE OF EXTRAVAGANCE (Weidenfeld and Nicolson. 25s.), an anthology with an introduction by James Laver, and edited by Mary E. Edes and Dudley Frasier. It deals with the seemingly so distant era of King Edward VII. Here is "the casino and the garden party period" in all its flamboyant splendour, with distinguished writers to do justice to the theme.

An extract from Vita Sackville West's *The Edwardians* describes the visit of the homely middle-class Speddings to a Christmas party at the home of the young Duke of Chevron. Dorothy Brett recalls the Coronation of Edward VII, J. B. Booth takes us to Romano's, and with Sir Harold Nicolson we spend *The Edwardian Week-end.* Sir Harold holds that this was an age of fevered luxury and peculiar human ineptitude, and of false values which people endeavoured without much success to impose upon their children. Finally W. Macqueen Pope, that fine historian of the theatre, escorts us to the enchanting Gaiety Theatre. At any rate, the age of extravagance possessed immense character, and the full flavour of it emerges in these admirably edited pages. Thirty or more photographs add to the pageantry, revealing Ascot, Cowes, and the wonders of the human form as reflected in delightful fashions which, though they may hibernate, certainly never die.

That it should be thought worthwhile to write the story of an exhibition is a reasonably clear indication of the importance and the public interest that the exhibition itself aroused Most of the 165,000 people who saw the Diaghilev Exhibition, both in Edinburgh and London, will no doubt feel that Richard Buckle is abundantly justified in producing a book about it, for the exhibition was a memorable achievement. IN SEARCH OF DIAGHILEV (Sidgwick and Jackson. 30s.) not only does what it set out to do. It is something more than a souvenir. It is in fact an account of the author's personal adventures in collecting material and building up the exhibition. Here is a real contribution to the history of Ballet's golden age.

Zola's novels are enjoying a new popularity. Evidence of this is in a recent inexpensive edition of *Germinal*, his powerful story of life in the north-eastern coalfields of France. Now comes SAVAGE PARIS (Elek Books. 15s.), which has been translated from the French by David Hughes and Marie-Jacqueline Mason. The story is set in the great Paris market, *Les Halles*, and the theme, with its strong political overtones, is handled with the same descriptive power and exuberance which seems to cling to every Zola novel through the inevitably disruptive ordeal of translation. In this case the disruption is at its minimal. The translators have achieved a most sensitive piece of work in presenting Zola's genius in all its glowing maturity.

In nearly 400 pages of close-knit text Michael Wharton delves into the case of Dr. J. Robert Oppenheimer, the distinguished scientist whom the Atomic Energy Commission labelled as a security risk. A NATION'S SECURITY (Secker and Warburg. 30s.) is a most valuable piece of writing, presenting Oppenheimer's record for all to see through the evidence he gave to the Personal Security Board. If this volume helps to make the record straight for a most distinguished man of science then the labour that has gone to its making is more than justified.

"I am in the rare and perhaps privileged position of having nothing left to hide," declares Peter Wildeblood, as he embarks on his mercifully brief diatribe AGAINST THE LAW (Weidenfeld and Nicolson. 16s.), which for some reason best known to himself he dedicates to his father and mother. Mr. Wildeblood's involvement in what became known as "the Montagu Case" was a personal tragedy for this skilled journalist who was at one time the diplomatic correspondent of a national newspaper. He writes about his own problems with candour, without self pity, and sometimes in an interesting way ; but the need for these personal outpourings remains much in doubt.

In BRISTOL CREAM (Batsford. 18s.) Godfrey Harrison, a classical scholar who has interested himself in the world of commerce, traces the development of Bristol's wine trade. Bristol's associations with wine go back to the Middle Ages when Gascon wines were shipped in liberal quantities from Bordeaux to the West of England. Mr. Harrison concentrates on the development of the sherry trade, dwelling in detail on the expanding fortunes of the house of Harvey. Among the many fine illustrations are several from old prints.

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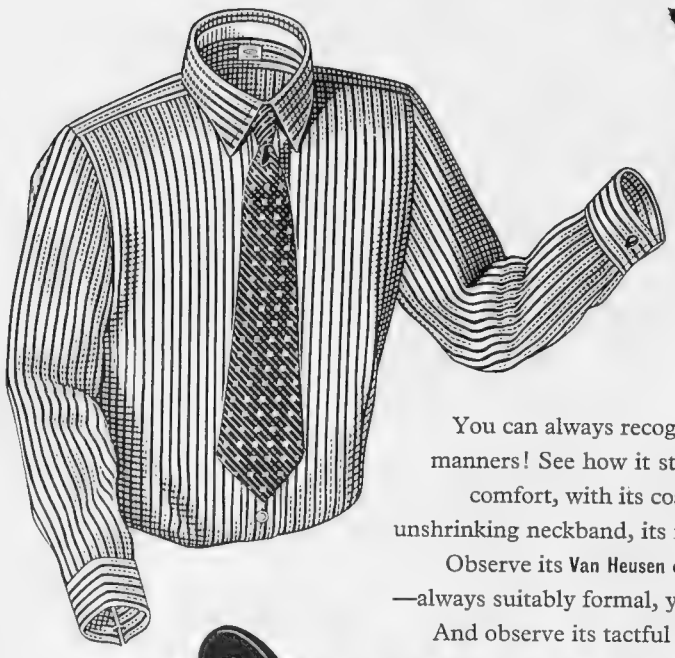

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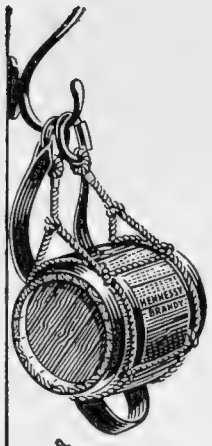

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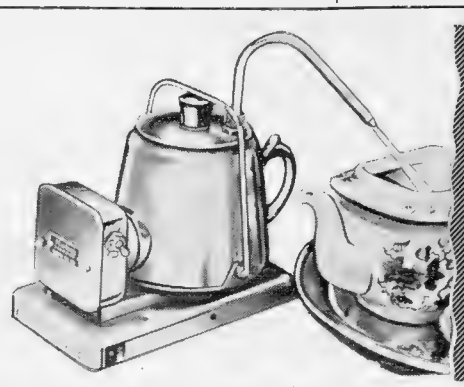

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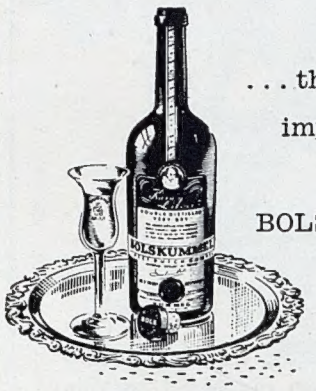

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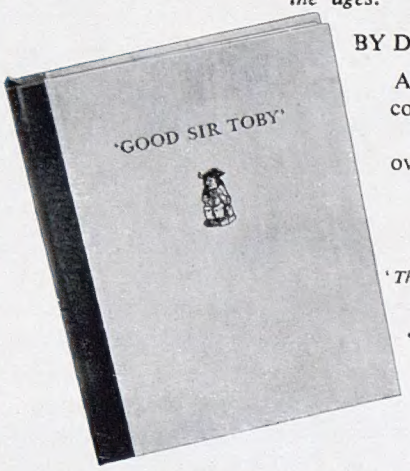

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